AUSTRALIAN RAILWAY HISTORICAL SOCIETY

(VICTORIAN DIVISION)

ANNUAL REPORT

for

1964 - 1965

EXECUTIVE COUNCIL

President:
C. EINSIEDEL

Vice-Presidents:
J. L. BUCKLAND E. QUINLAN

Treasurer:
R. H. PAYNE

Secretary:
B. SYKES

D. D. Editor:
E. J. HOGAN

Councillors:
E. L. DAVIES J. C. KERLEY A. R. LYELL R. K. WHITEHEAD

Councillor under 25 years:
J. CLARKE

* * * * * * * * *

Attendances at Council Meetings:

C. Einsiedel 16 (possible 16); J. L. Buckland 16 (16); E. Quinlan 7 (8); R. H. Payne 15 (16); B. Sykes 12 (15); E. J. Hogan 15 (16); E. L. Davies 16 (16); J. C. Kerley 15 (16); A. R. Lyell 13 (16); R. K. Whitehead 12 (14); J. Clarke 9 (15).

SYLLABUS ITEMS 1964/65

1964

MAY	: Annual Meeting and Slides	
JUNE	: Colour Film of W. A. Tour 1962	- Mr. J. Kerley
JULY	: Tapes for "Narrow Gauge in S. A." Record	- Mr. C. Craig
AUGUST	: Victorian Coal Lines	- Mr. A. R. Lyell
SEPTEMBER	: Auction Night	
OCTOBER	: Film Group Archive Films	- Film Group
NOVEMBER	: Colour Film of Queensland Tour 1964	- Mr. J. Kerley
DECEMBER	: Annual Film Show	

1965

JANUARY	: Construction and Repair of Locomotive Boilers	- Mr. J. Baxter Sub-Foreman, New Erecting Shop Newport Workshops
FEBRUARY	: Rebuilding and Operating a Railway	- Mr. N. Wadeson, Vice-President, Puffing Billy Preservation Society
MARCH	: Underground Railways	- Mr. R. S. Miller, Chief Engineer, Railway Construction Branch
APRIL	: "Does and Don'ts" in Railway Photography	- Mr. L. Whalley, V. R. Photographer

SECRETARY'S REPORT

As an organisation grows, so correspondingly do the tasks of the administration. This financial year, this trend continued and two sub-groups and one sub-division were added to make a total now of eight sub-groups and two sub-divisions. It can be seen from that it is not easy for the central executive to keep its fingers 'on the pulse' of the Division as a whole.

However, it is felt that, although it has taken some time, this ideal has been accomplished. If the Society is to be run efficiently, this is necessary because much sub-group business if conducted without reference to the Council.

Thus, of the 430 letters received during the year by myself as Secretary, only about five per cent were for sub-groups, which generally receive and answer their own correspondence. I also sent out 420 letters for the year.

At the start of the year it was necessary to install a vertical filing system for quicker reference. It has been a great help, and I hope to extend it in the coming year.

An idea that is certainly not new, but of which I have made greater use, is that of sending secretary's circulars to members in order to keep them better informed of Society events, with the aid of the Society duplicator.

I have, after many requests, succeeded in compiling an inventory of Society property. This has proved very revealing and will be most helpful in the future; the variety of items owned is remarkable.

Various items of equipment have been purchased for several groups, and some changes have been made. For greater detail of these things I refer you to the reports of the individual groups.

On April 3rd last, the Secretary of the Geelong Sub-Division accompanied me to Launceston to attend the inaugural meeting of the Tasmanian Sub-Division which has now been successfully established.

As noted in our last Annual Report, the Society have been given an Abt. Loco, a van and a section of rack rail by the Mount Lyell Company, but as these items cannot be displayed in our Museum at Newport, the Puffing Billy Preservation Society will install them in their Museum at Menzies Creek. Since delivery was taken last year they have been kindly stored by the Emu Bay Railway Company at Burnie, and we are very grateful for this.

One of the sub-committees formed during the year was for the superficial care of locomotive D.3 639 which has been withdrawn from general traffic, for use on enthusiasts' trips. The President of the Association of Railway Enthusiasts, Mr. J. Hearsch, was invited to be a member of this committee, and he kindly accepted.

Accommodation - It was becoming increasingly obvious as 1964 proceeded that Kelvin Hall was becoming inadequate for our needs, so

other accommodation was sought, and commencing in January last, the new National Mutual Centre Theatrette was engaged for the monthly meetings, rent being paid on a yearly basis. The location is the same distance from Flinders Street station as Kelvin Hall, car parking space is more readily available, and for comfort, the new premises leave nothing to be desired. The only problem is that there is, as yet, no storage available for the library cabinet which is still at Federation House.

Photographic Competitions - A large number of entries were received from members for the national C. C. SINGLETON (Black and White), and C. D. GAVAN-DUFFY (Colour Slide) competitions, and it is pleasing to know that the latter was again won by a Victorian.

As recommended by the panel of judges when making a report on the previous C. C. SINGLETON contest, a quarterly Black and White photo competition was inaugurated during the year to encourage interest in black and white photography. While the number of entries, generally, has been disappointing, considerable interest has been stimulated in the national prize, as evidenced by the 27 entries received from this Division.

The new Society projector is now in use for the pre-meeting slide session, and competition, both of which are very popular. There is a different subject and a prize each month, and also a points aggregate prize at the end of the year, all these matters being in the hands of the newly-formed Slide Sub-committee.

Mailing Service - Early in the year under review, the clearance of the G. P. O. box for all Society mail and its re-direction by a Secretarial Service, was discontinued after the minimum period of engagement as it was found that this work could be more satisfactorily performed by myself with assistance from members Jim Kerley and Ern. Wells.

However, the private contractor previously engaged to distribute all circulars, "Bulletin" and "Divisional Diary", was retained, and this provides relief from the laborious task of, in the case of Tours, folding and inserting up to 1,000 circulars into envelopes, and posting them. It is estimated that over 25,000 items have thus been dealt with during the past year.

Postage has become such a big item that every effort has been made to reduce expenditure by arranging to send out as many as four circulars in one envelope. One mailing to members only costs about £10. 10. 0 in postage fees.

Incorporation - Following decisions at the Inter-Divisional Conference held in January 1964, the Council has held extra meetings and has spent much time in discussing and amending the draft Memorandum and Articles of Association proposed by the N. S. W. Division, towards incorporation of the Society, and the establishment of a Federal body. The method of incorporation has not yet been decided, but it hinges on a clause enabling each Division to retain its own assets and control of its own affairs. A solicitor has been engaged to advise in the matter

SECRETARY'S REPORT (Contd.)

and as soon as a decision is reached, members will be notified before discussion at a general meeting.

Co-operation - Every endeavour has been made during the twelve months to promote friendly relations with other kindred organisations, and also the Divisions in other States. Perhaps the two best examples of this are the running of the two Phillip Island Round Trips conjointly with the Association of Railway Enthusiasts, and the cancellation of the Society's proposed Easter trip into Western N. S. W. to enable the Division in that State to get Victorian support for its trip to Tasmania. Much business has been done with other Divisions and organisations, in dealing with the sales of Publications and Records and all concerned are thanked for their co-operation.

Our relations with the Victorian Railways have been most amicable throughout the year. Many of the phone calls I get asking all manner of questions, have been re-directed to me by them. In addition, our requests have always been received with understanding.

Thanks - Firstly I would like to thank Laurie Root, ex-Secretary, for carrying on with his tasks during the first two months of the year, until I filled the vacancy. My grateful thanks go to all on the Council for their help, support and advice throughout the year, which has been invaluable to me, and I especially want to thank Lindsay Davies for the capable way he has carried out his position of Minute Secretary; this has been of much assistance to me.

It takes a lot of voluntary work to serve a Society of 528 members, both in administration and group and sub-committee activity. All those who have helped in any way towards this end are thanked for their efforts.

B. SYKES
Hon. Secretary

May 15th, 1965

TREASURER'S REPORT

Gentlemen,

The enormous amount of book-keeping that is now necessary in this Society makes it absolutely impossible to have the audit carried out in time to be able to present the Balance Sheet at the Annual Meeting.

I know you are all interested in our financial position so I have prepared a Statement of Receipts and Expenditure for your immediate perusal, then as soon as possible the audited Balance Sheet will be presented.

I would like to take this opportunity to thank our Honorary Auditor, Mr. J. E. Wilkie, for his assistance to me and the Society generally.

I also wish to express thanks to our former Hon. Treasurer, Mr. Ron Alexander, for the assistance given to me, and lastly, but most sincerely, to thank all members for their co-operation.

R. H. PAYNE
Hon. Treasurer

RECEIPTS AND EXPENDITURE STATEMENT
FOR THE YEAR ENDED 30TH APRIL, 1965.

(Subject to Audit)

Receipts

By	Members' Subscriptions	£ 967. 13. 9
"	Divisional Diary Subscriptions	449. 5. 0
"	Bulletin Reprint Sales	10. 18. 6
"	Bulletin Reprint Sales	26. 2. 5
"	Divisional Diary Sales	10. 13. 0
"	Records Sales - "Steam on 5'3" "	322. 9. 1
	" " "Night Shift"	311. 16. 6
	" " "Narrow Gauge in S. A. "	539. 0. 9
	" " "Westward Ho! "	188. 9. 11
"	Speed Limit 20	220. 3. 7
"	Yarra Car Hire	6. 0. 0
"	Abt. Loco Donations	61. 0. 0
"	Preservation Donations and Booklet Sales	1,569. 16. 10
"	Surplus Revenue from Tours	923. 5. 11
"	Queensland Booklet Sales	61. 2. 1
"	Echuca Booklet Sales	25. 12. 5
"	N. S. W. Booklet Sales	21. 5. 0
"	Sales of Other Booklets, Calendars, Film Strips, Name Buttons, etc.	175. 4. 11
"	Bank Interest, June 1964	103. 9. 6
"	Donations	2. 5. 9
"	Other Bank Returns and Exchange	10. 1. 4
"	Members' Subscriptions Paid in Advance	604. 9. 3
"	Divisional Diary Subscriptions Paid in Advance	270. 7. 9
"	Tours Revenue in Advance	81. 9. 5
	Total	£ 6,962. 2. 8
	Bank Balance 1st May, 1964	3,337. 19. 4
		10,300. 2. 0
	Less Expenditure	7,597. 9. 6
	Balance	2,702. 12. 6
	Plus Cheques Unpresented	950. 19. 5
		£ 3,653. 11. 11

RECEIPTS AND EXPENDITURE STATEMENT
FOR THE YEAR ENDED 30TH APRIL, 1965.

(Subject to Audit)

Expenditure

To	Cost of Bulletins	£ 869. 17. 4
"	Cost of Divisional Diary	607. 14. 9
"	Stationery and General Printing	305. 16. 6
"	General Postage and P. O. Box	139. 12. 2
"	Advertising and Publicity	22. 8. 0
"	Room and Library Rent	201. 11. 6
"	General Insurance	6. 7. 6
"	Subscriptions to Other Societies & Publications	13. 12. 0
"	Donations to Other Societies	17. 2. 0
"	General Expenses	383. 4. 7
"	Recording Expenses - General	101. 10. 11
"	" " - Capital	541. 17. 6
"	Records - "Steam on 5'3" "	133. 9. 10
"	" "Night Shift"	154. 3. 9
"	" "Narrow Gauge in S. A."	646. 13. 4
"	" "Westward Ho!"	416. 9. 4
"	Speed Limit 20	3. 18. 3
"	Yarra Car Expenses	800. 15. 0
"	Abt. Loco Expenses	160. 11. 6
"	Research Group Expenses	28. 16. 6
"	Film Group Expenses	87. 13. 8
"	Preservation Expenses	1,566. 11. 8
"	Equipment Capital	87. 17. 4
"	Film Strip, Booklets, Calendars, Name Buttons, etc.	299. 14. 7
	Total	£ 7,597. 9. 6

Balance at Bank 30th April, 1965 : £ 3,653. 11. 11

ANALYSIS OF TOURS REVENUE FOR YEAR ENDED 30TH APRIL, 1965

Name of Tour	Revenue	Expenditure	Surplus	Deficit
Bolangum	£1,379.16. 6	£1,327. 3. 6	£52.13. 0	
Myensa	236. 0. 0	247.18. 1		£11.18. 1
Picola	1,000. 3. 9	737.11. 3	262.12. 6	
Farewell Queenslanders	179.10. 3	182.14. 9		3. 4. 6
Queensland	9,905.19. 7	9,723.11. 6	182. 8. 1	
Echuca	2,965.10. 0	2,716.18. 5	248.11. 7	
Healesville	197.12. 0	181.12.11	15.19. 1	
Mirboo North	644.12. 3	631. 4. 1	13. 8. 2	
Warburton Moonlighter	223. 3. 0	186. 4. 2	36.18.10	
Phillip Island Tours	1,020.13. 6	925.18. 8	94.14.10	
Down the Bay	790.15. 3	624.10. 4	166. 4.11	
Fyansford	184.16. 6	221. 6.10		36.10. 4
V.I.P. Tour	369. 5. 0	432. 9. 8		63. 4. 8
Mt. Gambier	8. 0. 0	43. 7. 6		35. 7. 6
Totals :	£19,105.17. 7	18,182.11. 8	1,073.11. 0	150. 5. 1
		Nett Surplus:	£923. 5.11	

TOURS COMMITTEE

The present Tours Committee consists of four members, half of whom must be Councillors, comprising :-

M. Schrader	:	Tours Supervisor
J. Clarke	:	Councillor
R. Whitehead	:	Councillor
D. Potts	:	Member

Tours are without doubt our major activity. It is in this field that the general public and the Railways see the most of us. Thus it is for this reason that Council has seen fit to devote a fair proportion of its time to this sphere. It is to this end, too, that Council during the year set up a new Tours Committee on which it has greater representation. It is hoped that this, along with the new Tours charter drawn up will do much to streamline tour organisation.

From time to time it is our intention to call meetings of all those interested in tours so that it may keep itself informed of members' wishes, and solicit help in the running of tours.

However, as the new committee was not set up until March 1965, the majority of the tours during the year were run under the auspices of the old Tours Advisory Committee, with M. Schrader as Supervisor.

We wish to sincerely thank all from that committee, and all who have acted as organisers, booking officers, and car captains during the year; without these people our tours would certainly not have been the successes that they were. In fact we couldn't have run them at all.

During the year, as will be seen from the appropriate reports, D.3 639 was set aside for rail-fan tours, and the 'Yarra' car was restored for our use. We have availed ourselves of these at every opportunity, and on several occasions have also used the Association of Railway Enthusiasts' 'Pioneer' car as well.

A summary of the fourteen tours run during the year is given in the appended list, two of them being in conjunction with the A. R. E. We hope that this trend continues, along with the close co-operation maintained with all kindred organisations in all respects, but particularly in tour planning and co-ordination.

Our second Interstate extended tour of three weeks was undertaken to Queensland. To show the complexity of such a tour, 66 people took part, they travelled 6,629 miles in 21 days at a total cost of £9,700, and the organisation extended over 12 months.

Within our own State the highlight of the year was the Echuca Centenarian trip, when two trains with a total of 500 passengers ran to celebrate the centenary of the opening of the railway to Echuca.

The weekend train was despatched on the Friday evening by the Minister for Transport, Mr. Meagher, and on its return to Elmore from Cohuna the next afternoon, was joined by the day train. Both trains then proceeded as one (a total of 17 vehicles) with D.3 639 in charge to Echuca.

TOURS REPORT (Contd.)

On arrival at Echuca a plaque commemorating the Centenary of the railway's opening was unveiled.

Following a repast at Echuca the day train returned to Melbourne, and the weekend train continued to Balranald.

The Society's thanks go to Don Potts for his organisation of this tour.

The most popular tour was the Phillip Island Round Tour run in conjunction with the Association of Railway Enthusiasts. This involved a train to Stony Point, another to Anderson, and buses and a ferry to transfer passengers from and to each train. In so doing the round tour was accomplished. A repeat tour had to be run to cater for those desirous of travelling, as the first tour was fully booked before the mailing list people were notified. This is without precedent.

The most unusual tour was the 'Down the Bay' trip. Although not a rail tour it allowed members the opportunity of an outing on the Sydney Harbour ferry "North Head" whilst on its visit to Melbourne for the 'Moomba' celebrations.

Although over the years a small band of members has rendered sterling service as organisers, booking officers and car captains, many more are needed to help us in the future.

Finally, our thanks must go to Michael Schrader, under whose supervision all tours were run. Their success is certainly a testimonial of his competence in this field.

R. K. WHITEHEAD
Acting Tours Supervisor

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TOURS IN 1964 - 1965

Date	Destination	Miles	Passengers	Organiser
1964				
May 9	Bolangum	414	369	J. Clarke
June 15	Upfield, Fitzroy, Lalor	61	293	J. Sinnatt
Aug. 15	Picola	310	345	R. Sloggett
Aug. 28	Broadford	94½	191	J. Sinnatt
Aug. 28 to Sep. 20	Queensland	6629	66	M. Schrader
Oct. 9 - 11	Cohuna, Echuca, Balranald	683	121	D. Potts
Oct. 10	Echuca	311½	381	D. Potts
Nov. 7	Healesville	78	264	M. Schrader
Dec. 12	Mirboo North	218	324	A. C. Hill
1965				
Feb. 13	Warburton	95½	230	J. Clarke
Feb. 20	Phillip Island (I)	121½	214	R. Whitehead
Mar. 13	Phillip Island (II)	121½	205	R. Whitehead
Mar. 20	"Down the Bay" (M. V. 'North Head')	-	565	M. Schrader
Apr. 20	Fyansford	101½	287	E. J. Hogan
	Totals	9239	3855	

Note: Mileages are by rail only

D.3 COMMITTEE

To attend to the provision of 'spit and polish' required to keep D.3 639 looking spic and span, and to the question of retention of locomotives in steam generally, a committee of three was set up, comprising :

R. Whitehead	-	Convenor)	Representing
E. Quinlan	-	Member)	A.R.H.S.
J. Hearsch	-	Representing	A.R.E.

The moves towards this end began about 1960 and finally culminated in Messrs. C. Einsiedel, J.L. Buckland and A.C. Hill, with the backing of other kindred societies, being deputed to discuss with the V.R. Commissioners the possibility of retaining a serviceable steam locomotive.

As a result, D.3 639 was set aside in running order for the use of this and other interested organisations, and when the committee was formed it was decided to include a representative of the Association of Railway Enthusiasts.

The D.3 was in good mechanical condition and was further improved by an extensive overhaul at Newport Workshops in December. We have been very fortunate in obtaining a D.3 in this condition.

Officially retired from departmental use after its run to Balranald on the 'Echuca Centenarian', 639 has since been used on tours to Healesville, three to Stony Point, and Geelong, for a total of 458 miles.

A list of volunteers to help clean and polish the engine has been compiled; work parties will be held from time to time as required, and methods of insurance for these workers are at present being investigated.

Any operating locomotive we may have set aside in the future, will, when steam power is generally withdrawn, be complementary to the static exhibits of the Museum in providing a fitting reminder of the 'glory that was steam'.

R. K. WHITEHEAD
Convenor

YARRA CAR

For some years the need for a saloon type car has been evident, and this need was satisfied by the old Norman car until its relegation to our Museum. When the V.R. indicated to us in early 1964 that Yarra would be available for the cost of the necessary re-fitting, the offer was accepted.

Yarra is now set aside for our exclusive use, but is hired out to

YARRA CAR (Contd.)

kindred societies, and an annual maintenance fee is all that is required as against a charge on a mileage basis for the Norman car.

Since its return to service, Yarra has been to Picola, Cohuna, Balranald, Healesville, Stony Point, Mornington, Mirboo North, Warburton, Anderson (twice), Geelong, Ballarat, and Fyansford, for a total of 2070 miles. It was used on trips to four of these places by other organisations, and with the 'Pioneer' car, went to Lilydale for the Shire Centenary Transport Exhibition there.

Now it is planned to refurbish much of the interior of this historic vehicle as part of our plan to restore Yarra to its former pristine glory.

Our thanks go to member M. Schrader for his negotiations with the V. R. for this car.

E. QUINLAN
Acting Curator

RAILWAY MUSEUM

At the beginning of the year a committee of six as under were appointed to control the Railway Museum :-

Eric Quinlan	:	Chairman
Arthur Hill	:	Secretary
Lindsay Davies	:	Council Liaison
Neil Pearson	:	Works Manager
Bill Hobday	:	Supply Officer
Bob Bower	:	Assistant Works Manager

Maintenance work has continued; Y. 108 and D. 4 268 are now repainted in their original colours (Y. 108 green and D. 4 268 Canadian red), and repainting has been carried out, or is under way, on the H, C, E, T, and A. 2.

A few new helpers have joined the regular attenders, while some others have dropped out.

The new edition of the Railway Museum booklet with a colour cover, selling at 3/- each, was released in July, and has proved such a success that the initial print of 5,000 will be exhausted shortly.

Public interest in the Museum is still shown quite strongly, approximately 20,000 visitors attending during the year, of whom about 2,000 were from schools or kindergartens. The record number for one weekend was on Saturday 5th and Sunday 6th September, with 1,304 visitors.

D. 3 635 was received into the Museum in October, making a total of 11 locos in the Museum to date.

RAILWAY MUSEUM (Contd.)

Souvenir tickets have been on issue since 1st January, 1965, and will enable an accurate count of visitors to be made, as well as having some publicity value. A cabin has been erected at the gate for the convenience of Gate Supervisors. The Victorian Railways have re-canvassed the roof of the Norman Car (at our expense) as it had begun to crack badly. Our thanks are due to the Department for this and the many other ways in which various members of their staff have assisted.

Several other improvements have been carried out, such as new power points, signs and equipment bought.

During the year a comprehensive manual of locomotive preservation procedures was drawn up by Bill Pearce. This has been much sought after by other bodies engaged in preservation work.

The Museum was featured in an article, N.S.W.R.T.M.'s "Roundhouse" for December.

However, progress is limited by the number of helpers available; anyone who can come down and give a hand will be very welcome.

A. C. HILL
Secretary

SALES TABLE

Conducted by : L. Root R. Whitehead

After having held the position of salesman at the General Meetings for some four years, Ron Lambert, during 1964 had to relinquish the position. We agreed to jointly take over, Bob Whitehead being a Councillor, and myself ex-secretary, and have continued to conduct it throughout the year, although attention to many extra activities has precluded Bob Whitehead's attendance on a number of occasions.

Owing to the difficulty of storing satisfactorily the many books, etc., between meetings, the Council has now provided a cabinet at my home for the convenient storage of material held for sale. This has proved of great benefit in easy access to stocks and simple filing of articles therein. In passing, this cabinet remains the property of the Division, and is merely loaned to the member holding the position of seller-of-articles.

Sales of material at the meetings are variable.

The lowest figure for the year was just over £19, and the highest was over £50. Generally speaking, back numbers of the Bulletin and Divisional Diary are slow sellers, and little change of stock has taken place in this line throughout the year. Records meet fairly regular demand, as do some of the booklets provided for some of the extended tours. As well as these items, filmstrips, car stickers and lapel badges

SALES TABLE (Contd.)

have also proved good sellers. This by no means covers all the items held for sale, nor is this report intended to do this.

Thank you for the interest you have shown throughout the year.

L. H. ROOT

FILM GROUP

The Film Group comprises the following members :-

R. Seccombe	:	Chairman/Secretary
P. Seccombe	:	Archivist
P. Dodd	:	Programmer
D. Kydd	:	Programmer

Since its inception a year ago, the activities of this group have shown an increasing diversity and scope achieved not without considerable effort and accompanying difficulties.

This could be attributed to the fact that unlike most film societies, which are separate entities, ours is a group within a group, and its main aim is to broaden an interest in railways through the medium of films, with a secondary one of building an A. R. H. S. film archive.

To this end five regular screenings have been held during the year, and attendances have been most encouraging, the fewest being 45 and the greatest 120 members. The total audience for the year at general screenings was 375.

The frequency of our meetings was altered during the year from the fifth Thursday to the second Wednesday of every second month, and has proved more satisfactory. All screenings (except the Annual Film Night) were held in V. R. I. Room 56. For the first time the Film Group organised the Annual Film Night, holding it (again for the first time) in the Carlton Theatre, mainly due to the ability to get the theatre on the night of our choice. Four hundred people attended this screening.

It has been our aim to provide in equal proportion amateur (members') and commercial films. Members however, have been loath to loan film, so the ratio has dropped to 60% commercial and 40% amateur, with 25 amateur and 32 commercial films shown for the year.

With equipment we have been fortunate in Council's purchase of a 6-foot screen and a projector stand. It is hoped that a 16 mm. motion projector can also be obtained, as this would overcome the problem of having to borrow machines. Other equipment used is provided by the members of the Group.

As mentioned above, our other activity is the building up of an

FILM GROUP (Contd.)

A. R. H. S. archive of suitable film. We have had a number donated, and have also spent £24 to date on purchasing film (from T. V. stations, etc.). At the moment about two hours of film is held in the archive.

Our main problem for the year has been some misunderstanding with the Council, but as we become more established we hope to remedy this during the coming twelve months.

If patronage increases we hope that we can move to the National Mutual Theatre for our screenings.

R. SECCOMBE
Secretary

RESEARCH GROUP

Office bearers of this group are :-

J. J. Sinnatt	:	Chairman
I. R. Barkla	:	Secretary and Archivist

During the year several research group members assisted with material for tour notes. The group does not compile all tour booklets and handouts, this being carried out by each tour organiser. This gives a variety in tour literature presentation.

The main tour booklet produced by the group was for the Echuca Centenary, held in October 1964. This comprised some 40 pages of text, plans and photographs of the growth of railways between Melbourne and Echuca over the past century. A favourable review was given of this booklet in the February issue of Railway Transportation.

Several inquiries from historical organisations and persons were investigated and replied to.

A list of the Victorian Division's Archives was compiled, and is available to members. A current project is the production of a detailed list of station opening dates, safe working arrangements, etc.

Several items of historical value have been added to the Division's Archives during the year, such as early tickets and timetables.

Meetings are held in the Victorian Railways Institute on the first Monday of the month, and all members are welcome.

I. R. BARKLA
Secretary

RECORDS

Two 10" discs were produced during the year, the first, "Narrow Gauge in South Australia" being available late in August. This has proved to be an outstanding success as already 527 have been sold, a few more than half going to the South Australian Division to meet the demand, as this was the first Society record of locomotive sounds in that State. A special discount was given for orders from there in appreciation of assistance given in obtaining the necessary tapes, and the resultant sales certainly justified the concession.

"Westward Ho!" was taped in Western New South Wales and was announced as being available in December, but production delays and the holiday period prevented distribution until two months later. No doubt this, and the earlier availability of an "opposition" disc of a similar type, has had a depressing effect on sales, and the total of 193, only 76 of which went to supply N. S. W. Division orders, is somewhat disappointing. As with N. G. S. A. there was practically no demand from States other than N. S. W., S. A. and Victoria.

A pleasing feature has been the continued enquiries for the 12" records "Steam on the Five Foot Three" and "Night Shift", with sales of 140 and 176 respectively. Over a thousand of each have already been sold and the former, produced in 1961, now has added value as five of the locomotives represented on its tracks, have been withdrawn from service.

During the coming year it is hoped to produce another Victorian record comprising sounds of the A.2, X, and C Classes, many tapes of which are on hand.

C. EINSIEDEL
Sales Representative

PUBLICATIONS

One hundred and thirty-eight copies of the book "Speed Limit 20" have been sold during the year, nearly all to booksellers, and many overseas orders have been received. Total sales now approach 1,400.

For the Division's trip in Queensland during September, the President of that Division, Mr. J. R. Knowles, wrote an extensive Line-side Guide and when produced here as a booklet it comprised 68 pages. It has become a classic reference for all the main lines north of Brisbane, and as the result of a notice in the Bulletin supplement, has been in much demand from members in all States. This also applies to another comprehensive booklet of 40 pages produced by the Research Group for the tour held in conjunction with the centenary of railways at Echuca.

Divisional Diary, now in its eighth year, continues to record railway news both of an historic and current nature. One excellent article

PUBLICATIONS (Contd.)

in serial form described the signalling arrangements consequent on the installation of a third track on the Box Hill line in the Hawthorn - East Camberwell area. Although there are over 500 subscribers, each issue has to be subsidised due to increased costs. However, it is not intended at present, to make any increase in the subscription rate. Late delivery of the magazine has been an increasing problem over the past few months. Many factors contribute to this and although some of them are difficult to eliminate, every effort is being made to reduce the delays.

The second edition of the Railway Museum booklet of 5,000 copies which became available only last July, has been in such demand, that a re-print has been ordered.

A pleasing trend in the presentation of the tours handouts is that many of these booklets now contain a reproduction of the curves and gradient profile for the sections of line covered, which is a welcome addition to the wealth of information they contain.

C. EINSIEDEL
Mail Orders Distributor

GEELONG SUB-DIVISION

The membership of the Geelong Sub-Division has shown a further increase during the year.

The monthly meetings continue as the main activity of the Branch, and two evenings at which films were shown resulted in quite large attendances of both members and friends.

With the withdrawal of steam locomotive operation on the Melbourne - Geelong section, most interest now centres on the Geelong - Ballarat and Geelong - Maroona - Ararat lines, where there is still a high proportion of steam working, double-heading being not uncommon.

Latest reports from Fyansford indicate that the 3'6" gauge system of Australian Cement Limited could well be entering its final year or so of active life, as the conveyor construction, already in hand, is expected to be speeded up in the new financial year.

R. PLUSH
Secretary/Treasurer

TASMANIAN SUB-DIVISION

Early in November 1964, a list of the eighteen Tasmanian members was obtained in order to circularise them regarding the formation of a Tasmanian sub-division.

Also a copy of the Geelong Sub-Division Charter was studied.

Accordingly, on Friday 2nd April last, at the Liberal Party rooms, York Street, Launceston, a meeting was held, with an attendance of 9 Tasmanian members, Mr. B. Sykes, Victorian Secretary, and Mr. R. Plush, Secretary/Treasurer of the Geelong Sub-Division, kindly sent over by the Victorian Council. It was decided to form the Tasmanian Sub-Division, with headquarters in Launceston, because most members, although very scattered, live in Northern Tasmania.

Interim office-bearers are :-

Mr. C. Thomas	:	Chairman
Mr. A. Ryan	:	Secretary/Treasurer
Mr. E. Mannix	:	Committeeman

It was pointed out that this sub-division would have to be more autonomous than any other because we deal with a different rail system and kindred groups to the parent division.

Co-operation with these kindred groups will greatly determine our future.

We are very pleased that the Victorian Council fully appreciate our problems.

A. T. RYAN
Secretary/Treasurer

Will members please note that our permanent postal address is

Box 5177 AA
G. P. O.
Melbourne

irrespective of addresses of those currently holding office.

NOTES

64/65

Printed by Camberwell Secretarial Service. 29 - 2707

66/67.

Australian Railway Historical Society
(VICTORIAN DIVISION)

Annual Reports
for the
Year Ending 30th April, 1967

4/67

From the President :-

In introducing this the last Annual Report of the unincorporated Australian Railway Historical Society - Victorian Division - I must first pay tribute to those who have devoted many hours of their time, and expended enormous amounts of energy in furthering the many activities of this Society. The past year has been one of steady progress for the Society. There has been a marked absence of friction and in fact a most harmonious working together of all the various officers and members engaged in the Society's business. All our sub-committees continued to function during the year, and the progress of the Society and its public image is due in no small measure to the work of these sub-committees. Unfortunately my commitments during the year have precluded me from taking a direct part in the activities of many of the sub-committees, and in fact I was only able to closely associate myself with the Museum, Incorporation, and the Steam Preservation Co-ordinating Committees. Other sub-committees dealt with Research, Recordings, Slide viewing, Film Screening, Carriage Preservation, Book Production, Sales, Library, Meeting night syllabus items, and Mail Co-ordination: The reports to follow, will inform you of the major activities associated with each of these groups.

Our relations with the Victorian Railways Department have continued to be most cordial, and many of the Officers of the Department have gone out of their way to assist us with our problems. Their assistance has been much appreciated. Towards the end of April, Mr. E. H. Brownbill retired from the position of Chairman of Commissioners, and Mr. G. F. Brown was appointed to that post in his stead. Mr. Rogan was appointed Deputy Chairman, and Mr. L. A. Reynolds (of Standard Gauge fame) became the third Commissioner. All these gentlemen were congratulated by the Society on their respective appointments.

It is appropriate that the 21st. anniversary of the Victorian Division should see the virtual completion of arrangements to bring about its incorporation as a Company Limited by Guarantee. For many years now many people have been working towards this object, and now the end is in sight. Within a few weeks of writing this, the Society will be an Incorporated body with all the legal advantages which ensue. As we move into this new era I would like, on behalf of the Council and myself, to wish all those interested in Railways a most rewarding time as they pursue their various interests, and very happy associations with others of like mind during the years which lie ahead.

E. Quinlan,
President.

Railway Museum Annual Report - 1966/1967.

Another year of steady progress at the Railway Museum culminated in the extension of our area at both ends during March. This extra land will allow placement of further locomotives and the implementation of our plans for the future development of the area.

The Committee in charge of the Museum during the year comprised the following persons, Eric Quinlan, Arthur Hill, Bill Hobday, Neil Pearson, Bob Bower, Lindsay Davies, Bill Pearce and Robert Carlisle.

At the start of the year a new position of Museum Treasurer was created, and Neil Pearson took on this task as well as continuing as Works Manager. This has greatly facilitated the

operation of the Museum and lightened the load on the Society's Treasurer.

A recent development was the start of a Film Sales Service. Film of all kinds is sold on all Society Tours, and at other times by arrangement, and has proved very popular and successful. The purchasers receive a worthwhile discount, and the Museum funds also benefit to a certain extent.

Other points worthy of note are :-

* N 432 (the last steam locomotive built at Newport Workshops) was received in May 1966, and is now nearing completion of restoration and painting.

* Work was finished on D3 635, and the other engines received maintenance from time to time.

* Overall attendance for the year increased to 9,220 adults, and 15,171 children, giving a total of 24,391. This includes approximately 3,300 from weektime visits. There was a large influx of visitors on the first Sunday in August, when 450 passengers from the Vintage Train spent an hour at the Museum.

* Sales of various booklets continue satisfactorily, and work is well in hand for a new edition of the Museum Booklet, now expected for late 1967.

A variety of small items have been received during the year for eventual exhibition. Plates have been placed on most of the engines, setting out descriptive details for the benefit of visitors.

* Colourful small posters (13" x 7") were prepared and many have been distributed to persons able to display them to the public.

* The Museum again sponsored a train tour -- this time to Ballaarat and Ballaarat North Workshops in February. A very successful day which was enjoyed by all.

* Tours through the Newport Workshops were organised for our younger helpers, and also proved very interesting.

The Railway Commissioners and various members of their staff have again proved very helpful and co-operative, for which we are very grateful.

Thanks are also due to all those who have helped to make this another successful year -- to all those of the Committee, and to all those who have worked on the engines, and to all those who supervised in the Gate Cabin. New Helpers are of course welcome at any time to assist in the maintaining and extending of the display.

A. C. Hill,
Secretary.

Tours Report for 1966/1967.

Tours Committee.

R. K. Whitehead,	Tours Supervisor and Councillor.
D. Potts,	Councillor.
M. Schrader,	Councillor.
D. McLean,	Member.
J. Kellet,	Tours Sub-Treasurer and Councillor.

The year under review was marked by a number of important events, notably the consolidation of the Steam Preservation Co-Ordinating Committee (SPCC), and the "Vintage Train", details of which will be found elsewhere in this report.

The Tours committee was sorry to lose, as a committee man, the services of Mr. R. Sloggett due to the pressure of other activities. His place on the committee was taken by Mr. M. Schrader. The Committee was expanded to include, as Tours Sub-treasurer, Mr. J. Kellett, whose task it is to deal with the financial and book-keeping aspects of the Tours.

The Society continued to support the "Vintage Train" by providing representatives on the Steam Preservation Co-Ordinating Committee, and helpers and organisers for several of the "Vintage Trains". SPCC representatives during the year, were, Mr. D. Potts, Mr. E. Quinlan, Mr. J. Wells, (part year) and Mr. R. Whitehead (part year).

Our first tour for the 1966-67 financial year was organised to celebrate the 45th. Anniversary of the Running of the "Geelong Flyer". This tour presented a number of problems, and included the use of an A2 locomotive on a "Replica Train", for which the Society desires to record its grateful thanks to the officers of the Victorian Railway's Department, who permitted the A2 locomotive to be resurrected for the occasion, and to the members of the Museum Group who helped with temporary effects on the A2 locomotive. A record breaking return run from Geelong was enjoyed by all.

The Cobram-Tocumwal tour was, for the Society, the final tour in a series held over several years, to cover all lines in the North-East District. A successful innovation on this tour was the use, for the first time by this Society, of the "Mini-Buffett" carriage (MBS).

The tour to Ballan on October 8th. saw the final run of the 2 remaining "N" class locomotives in service. In fact one of the Locomotives, N 468, was given an extension of service of some 2 weeks after its due date of withdrawal from service, to be available for our tour. A special commemorative booklet of the "N" class locomotives was issued for this tour.

Although somewhat misty weather prevented any moonlight travelling, the Emerald Moonlighter tour to Belgrave and Emerald, with a pleasant evening trip on "Puffing Billy", and a Barbeque tea was enjoyed by all passengers. The Society is greatly indebted to the several members of the "Puffing Billy Preservation Society", who helped in no small way with the arrangements for this trip.

Once again the Museum Committee presented a very enjoyable tour, which included a visit by a large party to the Ballaarat North Workshops, as well as a visit by train to two little known Ballaarat suburbs, Redan, and Eureka.

This Society combined with the Association of Rail way Enthusiasts to suitably commemorate the re-opening of the Avoca to Ararat line, by the running of the Official First Train between Ararat and Avoca on October 29th. A round tour was organised via Castlemaine, Ararat, and Ballarat, which proved to be very popular.

Ribbon Cutting Ceremonies were held at Avoca and Ararat to mark this important occasion. The Society is grateful for the co-operation of the A.R.E. which helped to make this very important occasion so successful.

Two very successful weekend tours were undertaken during the financial year under review. The first, "Weekend in the Wimmera", during September, visited Serviceton, Dimboola, Jeparit, and those "hard to get to places", Yaapeet and Yanac. The second of

these tours, "South West Safari", during the Labour Day Weekend in March, was a grand round tour Warrnambool, Penshurst, Hamilton, Portland, Casterton, Coleraine, Balmoral, Natimuk, Carpolac and Horsham, and included a visit by train to the Portland Harbour Trust Sidings. This tour traced in part, the route of the Society's first extended tour which took place in February 1957, using a 280 h.p. Walker Diesel Rail Car.

The tour to Heathcote Junction was organised by the Research Group, as a novel means of holding an end of the year meeting to which friends of the Research Group were invited. A diesel electric rail motor was used.

A total of 16 people from Victoria took part in the 1967 Easter tour, organised by the Queensland Division.

Planning for an extended tour to New Zealand, to take place at the end of 1967, is proceeding well, and bookings are very encouraging.

The Society was represented at the Annual Combined Tours Planning meeting by three Tours Committee Members. Provision has been made in the 1967 tours programme for a number of afternoon and Sunday tours, following requests from members for these types of tours.

Advice and help in the planning and running of two tours was given by the committee to the Victorian Schools Railway Club Association, who were given the use of our mailing facilities.

During the year a comparison of Mailing Lists of the Association of Railway Enthusiasts, and our own was made, and a "Joint Mailing List", was set up for tours mailing, which has enabled considerable savings to be made in the costs of printing and tours postage, by eliminating the duplication of mailouts. However members of both Societies continue to receive the full issue of circulars.

The Tours Committee met on a number of occasions and considered several important aspects of tours planning.

It was with regret that it was found necessary to recommend disciplinary action against a number of members who disregarded safety rules on one tour. The vast majority of our passengers have heeded the various requests and safety rules, and the Tours Committee is very grateful for their co-operation in this way.

It is pleasing to report that a number of new helpers came forward during the year to expand the list of tour organisers, and helpers, however many more volunteers are still required.

The Tours Committee desires to express its very sincere thanks to all those members who have helped in any way with tours during the year, particularly those who have acted as Tour organisers, Booking officers, and Car Captains.

R. K. Whitehead,
Tours Supervisor.

Summary of Tours - 1966/1967

Date	Destination	Mileage	Passengers	Organiser
May 7th.	Geelong	92	337	D. Potts
July 2nd.	Heathcote	149	327	N. Powers
August 13th.	Cobram/Tocumwal	332	255	R. Sloggett
Sept. 16/18	"Weekend in the Wimmera"	765¾	97	M. Schrader

Date	Destination	Mileage	Passengers	Organiser
Oct. 8th.	Ballan, "Farewell "N" Class.	99½	459	D. Potts
Oct. 29th.	Avoca/Ararat	298	494	R. Whitehead, J. Hearsch
Nov. 12th.	Beaufort.	205	294	D. Potts
Dec. 3rd.	Emerald	64	131	R. Whitehead
Dec. 9th.	Heathcote Jcn.	66½	30	R. Sloggett
Jan. 21st.	Toora	229	242	D. Potts
Feb. 25th.	Ballarat/Redan/Eureka	187¾	283	L. Davies
Mar. 10/13	"South West Safari"	843¾	129	M. Schrader
Total 12 tours.		3332¾ M.	3078 passengers.	

Total previous year
12 tours, 5319¾ miles, and 2885 passengers.

The Society has now run a total of 101 tours, and travelled 43,291¾ miles. In addition, during the year, the Society organised the following "Vintage Train" Tours.

Vintage Train Tours

Sept. 4th. Belgrave/Emerald	64 miles	294 passengers.
Sept. 11th. " "	64 "	294 "
organised by Mr. A. Hill.		
Mar. 5th. Daylesford	153 "	348 "
organised by Mr. E. Quinlan.		
May 7th. Ballan	101 "	197 "
organised by E. Quinlan.		

* The Avoca/Ararat tour was a "Joint" tour run in conjunction with the A.R.E.
\+ The Heathcote tour was organised by the Research Group as a Christmas outing.
Loco D3 639 was used on two Society tours, total 236½ miles.
Yarra car was used on eight " " " 3010¼ "

Research and Archives Group

Chairman. J. Y. Harvey. Secretary/Archivist, I. R. Barkla.

Meetings were held regularly on the first Wednesday of each month at the V.R.I., except in December and January.

Attendances have increased, and guest speakers recalled pre-war V.R. operations. The December meeting was held in the form of a rail-motor trip to Heathcote Junction.

On the research side, enquiries from eight outside historical societies were received, and information provided. Group members assisted Don Potts with the preparation of his booklet dealing with the "N" class locomotives, and at present, a study is being made into aspects of

the "swing door" electric train carriage rosters.

There have been a number of additions to the archives. Important items include, a set of 194 early V.R. tickets, a 1911 V.R. Rolling stock diagram book, and from the late Arthur Madden Collection, negative and extracts from the Age of railway items, from 1846, to 1885. The list of material in the Archive collections has been revised, and new shelves have been provided by the Council to improve the storage of the material. The Archives are always on the lookout for suitable material concerning railways in Australia to build up the Society's Archives.

Members of the group also assisted in two historical exhibitions during the year, at the State Savings Bank at Surrey Hills, and at a Centenary Exhibition at the Collins Street Independant Church.

The group wishes to thank the Divisional Council for its help and encouragement during the year.

Mail Orders

"This department has developed into a thriving business" was the commencement of this report one year ago, and that statement certainly still applies, as is evidenced by sales totalling $3,464-94 for the past twelve months. Records provide approximately $1500 of this revenue, but the balance comes from a great deal of items, all of which have been produced by the Society.

Best seller for the year, has been the very excellent booklet by member Don Potts on the "N" class locomotives. A reprint was necessary, and 317 were distributed.

Speed Limit 20 is still selling well, as 179 copies went out mainly to retailers. The latter have shown interest in the "N" class Booklet, and also Clear Normal Speed, sales of which have amounted to 192.

Interstate Divisions produced two books in the period under review -- Century Plus of Locomotives (N. S. W.), and Cooktown Railway (Qld.), the reward for handling these books being sales to date of 183, and 54 respectively. Most of these went to bookshops as members had an earlier opportunity of ordering at special pre-publication prices, direct from the publishers. The margin for these sales is small, but this is countered by the volume.

It is intended to re-issue the Sales list again shortly as many items in the comprehensive selection available have been produced since the last issue.

C. Einsiedel,
Distributor.

Film Group. Annual Report 1966/1967.

The Film Group held screenings throughout the year at "Kelvin Hall" as listed.

June 1966	End of an Era.
August 1966	Railways in Crisis
October 1966	Changeover from Steam to Diesel
February 1967	Railway Review
April 1967	Industrial Railways

A total of 626 people attend the above mentioned screenings.

The Annual film night held over two nights at the Carlton Theatre attracted a combined audience of 550 people. The programme consisted of "Il Ferroviere" (The Railway Man), and "Night Passage".

The committee would like to place on record its appreciation of the assistance given by Mr. Gordon McClelland, Manager of the Carlton Theatre.

Equipment

The Ampro 16m.m. sound projector, projector stand, and tripod screen purchased by the Society were maintained in good condition for the year under review. Other equipment used at screenings, was supplied by members of the Film Group, and included two Bolex, and one Zeiss 8m.m. projectors, a tape recorder, and a second projector stand.

Committee for 1966/67.

Treasurer,	R. Seccombe.	Committee Man,	J. Mathews.
Programmers,	P. Dodd and D. Kidd.	Observer,	P. Secombe.

Archive.

New aquisitions have brought the total number of films held to 33, with a total film footage of some 6,600 feet, and a running time of 193 minutes.

A major trend during the year, was the screening of specialised subjects at the bi-monthly meetings. Due to the improved attendances over the last year, this trend of having a set subject for each screening is likely to be continued during 1967/68.

P. Dodd,
for Film Committee.

Transparency Competition 1966.

During the year 1966 the competition attracted increased interest from member-photographers wishing to participate, thus many new names were noted with entries.

E. Payne, and P. Charrett were the most successful entrants last year, drawing, with an aggregate of 12 points each. (members received 3 points for 1st. place, 2 for 2nd., 1 for 3rd.)

Main particulars of the competition are as follows.

			Winner.
Jan.	Shot of D3 639	8 entries	P. Charrett
Feb.	Unusual Train Working	7 "	J. Hearsch
Mar.	Railway Reflection	5 "	E. Payne
Apr.	Safe Working	10 "	C. Henshaw
May.	Taken on ARHS Excursion	16 "	P. Charrett
June.	Engine Requirements	15 "	C. Henshaw
July.	Railway Station with Train	19 "	E. Payne

Aug.	Train with Interesting cloud formation.	15 entries	E. Payne.
Sep.	Railway Junction	8 "	No. 1st. place.
Oct.	A Preserved Locomotive	13 "	P. Charrett.
Nov.	After Sunset.	13 "	S. McCarthy.

Altogether 32 members contributed to the competition. My thanks go to them for their enthusiastic interest and support. Thanks also go to Messrs. P. Dunbar, L. Whalley, and A. Vigus, for their attentive judging during the year.

In conclusion it is the hope of the Committee that the competition will nurture a keener interest by members in their photography, and help to improve the standards of work.

M. Lawrence,
for Transparency Competition Committee.

Yarra Car.

Yarra Car was used on a total of 15 trips, including a visit to South Australia.

Vic. Div. A.R.H.S.	7 trips.
Association of Railway Enthusiasts	5 "
Puffing Billy Preservation Society	1 "
Combined A.R.E./A.R.H.S.	1 "
Victorian Railways	1 "
Total	15 trips.

Locomotive D3-639.

Locomotive D3-639 was used on a total of 24 trips for a total of 2406½ miles.

Vic. Div. A.R.H.S.	2 trips.
A.R.E.	2 "
A.R.E.A.	1 "
Vintage Train.	13 "
Other Organisations	5 "
V.R. Departmental tests	1 "
Total	24 trips.

The total mileage since preservation in running order, has now reached 6,310½ miles.

Divisional Library

G.E. DYE Librarian.

Good use has been made of the Library at meetings since its re-opening twelve months

ago. The Division has been fortunate in having the services of Geoff Dye, an experienced and capable librarian to rehabilitate the library for the benefit of members. The list of subscribers increased considerably following the distribution of book lists to all members of the Society.

There have been several donations of good railway literature from members throughout the state, and new titles are included in the monthly Information to Members circulars. It is of interest to note that older members tend to borrow mainly books of an historical nature, whereas younger members prefer current railway magazines. With a growing interest being shown in the Library it is hoped that country members will shortly be able to borrow books on a postal basis, the details of which are now being finalised and should be announced in June.

Engine Cleaning Committee

D. G. POTTS — Works Convenor.

The original D3 Cleaning Committee has been necessarily expanded during the year to handle all steam locomotives retained at Newport Workshops for rail-fan excursions. It is gratifying to note that A. R. H. S. members are well represented amongst the volunteers of the kindred organisations.

In addition to general cleaning, the Committee embarked on a major project in February 1967, to completely repaint loco D3-639. This project was most successful and a credit to the voluntary helpers.

Working-bees are usually conducted on the first Saturday of the month at Newport. New offers of assistance are always welcomed and there must be numerous members who could spare at least one day a year to help keep the engines spic and span.

The position of Works Convenor has been taken over by Don Potts from Bob Whitehead, whose other Divisional activities keep him fully occupied.

Carriage Preservation

During April 1967, Council authorised the formation of a Carriage Preservation Committee. The new Committee comprises :-

D. G. Potts	:	Councillor
K. P. Clark	:	Member
T. F. Clark	:	Member

Interest within the ranks of the ARHS of old and historic carriages is by no means a new innovation. Indeed, some of the most interesting and historic rolling stock ever assembled was used on a number of the early excursions sponsored by the Division a decade ago.

In 1964, the partly stripped "Yarra" Parlor Car, built in 1906 for the Sydney Limited was saved from the Scrapping yards and returned to service for the benefit of members. The preservation of "Yarra" has proved to be a worthwhile and popular project and now negotiations are proceeding with the Railway Department to undertake further restoration of the interior to bring it up to a standard befitting this valuable 61 year-old carriage.

Two additional proposals, one immediate, one long range are also being considered by the Commissioners. These are:-

(i) 45 ABL: A composite first and second class, non-vestibuled country carriage. Fifty of this type were built between 1899 and 1903. Although these carriages have played an important part in the past on branch line passenger, mixed and car-goods services, the ABL's, because of their remoteness and infrequent use in recent years are unknown to many of our younger members.

(ii) 12 BT and 13 BT: Compartment or "dogbox" type carriages have long been part of Victorian railway history, and accordingly, preliminary representations are being made to ensure eventual retention of two of these carriages. Widespread interest in "swingdoors" has been evidenced at recent Research Group meetings.

Originally numbered 173 AA and 179 AA and built in 1890 and 1891 respectively, 12 BT and 13 BT are unique in that they still retain their original ornate exterior panelling and offer recently restored first class seating accommodation. These two suburban swing-door carriages will be the oldest rolling stock so far selected for preservation in running condition. It is invisaged that 12 BT and 13 BT will be used on electric powered and also steam hauled excursions on short country tours. Both these vehicles are still utilised during peak hour services between Flinders Street and St. Kilda and Port Melbourne. Fortunately, all three carriages are in sound structural and body condition. The Committee will be conducting special fund raising activities which members are requested to support.

ARHS carriage preservation is intended to supplement and not compete with similar aims of other kindred organisations which are already heavily committed to particular projects.

Steam Preservation Co-ordinating Committee

This Committee has had a very busy and we feel successful year. Since April last the Vintage Train operated on the first Sunday of every month except February and ran to Mornington on every Sunday during January. Two special trips were run for other bodies. On the whole, operation has been profitable, and a fund is slowly being built up to enable us to meet the continuing costs associated with the running of steam tours and the retention of steam facilities.

Locomotives currently held for the running of special excursions are D3. 639, K. 191 and R. 749. A J class engine is to be provided later.

In addition to the turntables previously listed for retention, we have been able to arrange for the tables at Bacchus Marsh, Daylesford and Yea to be retained, and have agreed to relinquish the Mansfield table. The provision of permanent watering facilities at Mornington has also been arranged.

Last December a deputation to the then Deputy Chairman of Commissioners (Mr. G. F. Brown) was arranged to discuss problems associated with the fueling of locomotives. Approval was given for the Committee to make special arrangements for fueling locomotives at locations where facilities no longer exist. Several trips have since been run where it was necessary to make particular provision to enable steam power to be operated.

The Committee is currently compiling a detailed report of activities during the year ended December 31st, 1966. Copies of this report will be distributed to members of all the associated

Societies within the next few weeks.

E. Quinlan,
Chairman.

Report of the President of the Tasmanian Sub-Division

During the year, the second of our existence, meetings have been held every month, most of them in Launceston, but two in Devonport. The attendances at meetings have been quite good, considering the distance that some members have to travel to attend. Our March meeting which was held in Devonport, attracted 12 members. At several meetings, interesting films and slides have been shown, and at the December Meeting an illustrated talk on the Beaconsfield and Ilfracombe tramways was given by the Rev. Thomas. This was later followed up by a Saturday outing to the above areas, where some enjoyable hours were spent locating the old formations and earthworks.

A highlight of the year was the train trip. This time from Launceston to Mole Creek behind M.6. on the 15th October, when 152 people came along and enjoyed the antics in urging a stubborn train over a slippery incline. Once again our Sub-Division is grateful to those members who loaned the guarantee money to charter the train, and we certainly hope to run another steam train later this year, but as yet the destination has to be finalised.

Last July, our Society, in association with the Queen Victoria Museum, was partly instrumental in obtaining a Krauss Locomotive from the Mt. Lyell Co. for preservation in Launceston.

We wish to acknowledge the delivery of two Cupboards from two of our members for a library, which has started off very well, and a librarian has been appointed.

Our monthly News Sheet "Tasmanian Rail News", now has a circulation of 52, and is considered well supported. However our Editor still requires material for publication. We are exchanging publications with all other A.R.H.S. divisions.

A Committee has been formed to make preliminary plans for the T, G, R, Centenary in 1971. We are also co-operating with the Tasmanian Transport Museum Society in this matter as well as in the matter of preserving old locomotives.

With regard to the future of this Sub-division and its meetings I would like to suggest that we draw up a programme for the year ahead, to make our meetings even more interesting, with a view to encouraging more members to attend. e.g. Four talks on Historical Railways and Tramways, by members and/or guest speakers, with perhaps three slide evenings, three film nights, and an Auction night. I mention these programmes in the hope that all of you may have ideas of your own, and if so, I now ask you to come along and let us have them. I regret to say that our business relations with the Victorian Division have not been good over this last year, however I am hoping that time will bring matters right.

My position as president has not only been easy but most enjoyable. This of course has been due to the Secretary/Treasurer whose capable dealings with many matters including the presentation of this Annual Report has left nothing to be desired.

On behalf of this Sub-division, I express my grateful thanks to Mr. Tony Ryan, also to our Editor, and Train Marshall Mr. Ralph Proctor, as well as to several stalwart members, for

help to me, and jobs well done for the Society.

On behalf of this Sub-division I also extend our grateful thanks to the Steam Power Society for the use of their room for our meetings.

What are the most interesting parts of history to us? Generally not war or politics. The accurate information that we have on segments of the Industrial Revolution in England and elsewhere were first made available by men who delved thoroughly into their particular subjects and then put their findings into writing.

Like other Societies, for example those that deal with flora, fauna, and colonial buildings etc., we too can enjoy learning and help to accurately record an important segment of the development of our Country, namely the principle means of transport, and in some areas the only means of transport, for many years, railways. His story is still in the making.

C. W. Goodwin,
President.

Syllabus Items Committee.

The Syllabus items Committee, under the able leadership of Messrs. R. K. Whitehead, and M. Schrader, gave members many enjoyable and interesting evenings throughout the year, covering a diversity of subjects, and bringing us a wide range of competent and informed speakers.

The subjects for the various meeting nights were as follow,

May. Annual General Meeting - Members Slides of 1965/66 tours.
June. New Zealand Journey - Messrs. R. Carlisle, E. Payne, an D. McCartney.
July. The Upfield-Somerton loop line - J. Sinnatt.
Aug. Railway Journey in Europe, Part 2 - M. Schrader.
Sept. Auction Night.
Oct. Indian Railways Before Partition - Mr. Fred Sargent.
Nov. Little Railways Overseas - Mr. Lyall Jones.
Dec. Film Night.
Jan. Railways of Tasmania - Mr. P. Graham.
Feb. "Donnybrook at Broadford" a symposium by members on the rail smash at Broadford earlier in the year.
March. Films from the Archives - The Film Group.
Apr. Modern Overseas Railways Developments - Mr. G. F. Brown, Chairman of Commissioners, Victorian Railways.

Divisional Diary

"Since taking over Divisional Diary again in June, 1966, it has been my pleasure to see a most substantial rise in the subscriptions for this publication, and a tremendous increase in the interest shown by members in Divisional Diary.

In the eleven issues published under my editorship, there have been some 640 news items

recorded. The eleven issues have consisted of 212 pages, compared with 176 the previous year. Subscribers will note the definite trend to a more substantial and wider coverage of news items over the past year.

A considerable amount of my own spare time is taken up in editing and preparing for publication the news items sent in and the methods used have resulted in a saving in the cost of publishing Divisional Diary, and it is with pleasure that it is recorded that every issue since June, 1966, has been produced on time.

It is most important to mention that what I consider to be a successful year of publication of Divisional Diary could not have been made possible without the assistance of a small group of members who, week in and week out, have continued to keep their fingers on the pulse of our railway system and report, with typewriter and camera, to all of you what is happening on the Victorian Railway System today. Usually, except in the case of a longer article, their only published credit is a single line showing their initials at the end of each news item.

To every one of these contributors goes my thanks for the part that they play in making Divisional Diary such an indispensable publication, and to all other members, please accept my invitation to "join the club", there is no entrance fee.

K. W. Turton,
D. D. Editor.

"The Evening Shades are drawing nigh,
As each day less smoke stains the sky,
The moving finger writes, and having
Writ moves on,
The days of steam alas are almost gone.

These lines could be a death knell, but they should not be, instead they should be a reminder, that even though we have had a very successful year, time is fast flying, and there is still a tremendous task ahead of this Society. For we, while meeting together to enjoy our mutual love and appreciation of railways, in all their many and varied fields of operation, have a serious obligation to the future generations of this nation. This obligation, or perhaps duty is a better word, is that of preserving locomotives and rolling stock as both static and operating exhibits, as well as saving what remains of a rich but sadly mistreated heritage, namely the written word, and the many carefully focused photographs, which are still lying neglected and unwanted in many homes throughout this nation.

If we wish to expand, and improve our chances of success in these fields, then more people must be willing to spend even one half day a month working towards this end. If every member could spend one half day a month, the rather staggering total of over 21,000 man hours per annum would be realised. Therein lies food for thought.

In concluding this Annual Report, I would like to thank on behalf of the Council, all members who have not been mentioned elsewhere in these reports, but particularly the following people, namely Mr. J. Wells, our immediate past Treasurer who spent many long hours in the

unenviable task of giving this Society an up to date Book keeping system, Mr. J. Kellet, who has taken over this position as from the beginning of the year, and last but not least, that man who is here, there and everywhere, and seems to spend far more time commuting backwards and forwards than is almost humanly possible on this Society's Business, namely Mr. C. Einsiedel, who is retiring from Council this year in order that he can devote himself more fully to the Sales Department, and the Handling of Membership applications.

To all members, may I say on behalf of the Council, thank you for your support during the past twelve months, and in anticipation, for your support to the Incoming Council in the Year ahead.

A. Maggs, Secretary,
for and on behalf of The Council.

Printed by - Ware's Business & Mailing Service, 394 St. Kilda Rd., Melbourne. Ph. 26 1273.

Australian Railway Historical Society
(VICTORIAN DIVISION)

Annual Reports
for the
Year Ending 30th April, 1968

To all Members of our great Society, as I relinquish the reins of Office as Presid[illegible] I s[illegible]dieu'.

Looking back over the past two years I am much heartened by the consideration of achievements made by and progress of the Society, and of the unselfish work of those who have brought this about.

As I have said on many occasions, I accepted the Office of President originally primarily to specifically interest myself in two things: Incorporation and Steam Preservation. A number of persons, both of this and other Societies, realising the importance of these matters, came forward to help and as a result of the co-ordinated efforts of many these matters are now on a firm basis.

I have taken an interest in other aspects of the work of the Society, but in many cases I was not able to give the detailed attention which a President should give. To those associated with such I tender my apologies and trust they will realise that my failure was not due to disinterest.

One matter which I was not able to follow up to the extent to which I would have wished is liaison with our younger Members. Admittedly several have discussed with me from time to time matters of interest to them, but I am conscious of the fact that I should have taken more active steps to invite their co-operation. This is a matter I would certainly have looked at if I had remained in Office much longer. Meanwhile I trust all our younger Members will realise that their interests have been thought of and a definite effort made to make them at home within the ranks of the Society.

Another thing which has given me great concern for some time is the keeping of our financial records. Speaking as an Accountant myself, I feel most sympathetic with anyone who accepts the position of Treasurer. Such person should not have to spend many hours of his leisure time in work of type which he is doing all the day. He should be relieved of the drudgery of the routine work associated with financial recording and be thereby free to interest himself with matters relating to the administrative aspects of the Society's financial set-up. In an attempt to remedy this situation I endeavoured to introduce the position of paid Book-keeper. (For this part time work the amount paid would have been nominal). A retired person with much experience in bookkeeping was available at the time. Unfortunately, for a number of reasons which I will not enumerate here, I was unable to bring this idea to fruition and I feel a good opportunity may have been lost to improve the efficiency of the commercial side of our activities.

The relations of this Society with other fan-groups are extremely good, and I trust the working together to promote our mutual interests which has prevailed over the past few years will continue during the years to come. I hope too that, should any other groups of like interest arise, those responsible will also work with us, realising that 'unity is strength'.

Such devotion to the interests of the Society as I have been able to give could not have been given without the goodwill of my family who endured my many absences, long telephone calls and voluminous paper work with tolerance and forbearance. I obviously cannot list all those others wh om I should thank for their assistance during the past two years or so. Suffice

it to say that I have been accorded a high degree of co-operation from all those holding Office with the Society, both on the Council and on the Committees, and from many of our Members. This in a body as complex as ours, and with so many of diverse outlook and zeal for this or that idea, is extremely satisfying. So to all concerned I tender my thanks. I trust the same co-operation and respect will be accorded my successor in Office.

Eric Quinlan
President.

Railway Museum Annual Report - 1967/1968

Good progress has been made in developing the Museum area for the display of many interesting railway items acquired during the year.

The long awaited trackwork extensions have been completed. In October, 1967, the centre track was extended at both ends, enabling locomotives on this line to be spaced further apart and allowing locomotive R704 to be accommodated. During February and April the track nearest the street was removed and relaid using most of the old rail with new sleepers. It includes a set of points and two sidings at the North Williamstown end. Carriages are placed on these sidings and it is proposed to rearrange the locomotives on the inner and outer tracks to permit a more effective display.

The Committee operating the Museum during the year comprised Eric Quinlan, Geoff Dye, Lindsay Davies, Bill Pearce, Geoff Brown, Arthur Hill and Robert Carlisle. Kevin Clark joined the Committee early in 1968.

Acquisitions during the year included Locomotive R704, suburban electric motor 8M, V & S A sleeping car "Torrens", open wagon IB 5452, saloon car 11 AA (10 WW), postal motor trolley S 25, plus a number of smaller items.

The Film Sales service continues to enjoy enthusiastic support from members on tours. Through the sale of film at competitive prices, funds are raised for the development of the Railway Museum. In the year under review, $300.00 was raised. Appreciation is recorded for the support shown by tour organisers and helpers in this important sales area of the Society's activities.

Highlights of Museum affairs for the year are:-

* Attendance for the 12 months ended 30.4.68 was 27,948 (24,391 for the previous 12 months). This increase was due largely to publicity given the Museum in "The Sun" during the September school holidays, when over 2,000 people visited the Museum in one day. The 100,000th visitor passed through the Museum in September, 1967.
* The Museum celebrated its Fifth Birthday in the latter part of 1967. An enjoyable party was held in the Norman Car for Museum workers, past and present.
* A reprint of 1500 of the present booklet was obtained to build up dwindling stocks and carry through until the production of the new edition. This is expected to be printed in July, 1968.

* The Museum sponsored a successful and enjoyable rail tour to Bendigo, where locomotive R704 was given a ceremonial farewell on a last journey which led eventually to the Railway Museum.

* Restoration work has been carried out (or is continuing) on six locomotives, the Norman Car, postal motor, IB wagon and car 11 AA.

* A visit to the railway workshops was held for senior members of the work force and gate keepers, and this proved popular.

* The Museum Visitors' Book, initiated in mid-1967, records many praiseworthy comments from overseas and interstate visitors.

We are again grateful to the Railway Commissioners and their staff members who have given valuable assistance and co-operation throughout the year.

During the year we welcomed a number of helpers who responded to our call after the R704 trip from Bendigo. The Museum is growing steadily and new helpers are always welcome to assist in maintaining the display.

Thanks go to all those who have contributed to the success of this year - to Committee members, to everyone who has helped on engine maintenance, to gate supervisors, and all Museum supporters.

G.E. Dye
Secretary.

Tours Report for 1967/1968

The year under review has been notable for several rather exciting highlights, as well as for a number of important new developments. During the year 14 tours were run for the Society, as well as several for the "Vintage Train".

The year opened with a tour to Camperdown and Mortlake, using the last of the "R" class locomotives in regular service to double-head the train with the "R" class locomotive which is kept at Newport for special trains. Several memorable photo stops were enjoyed.

There followed a tour to Echuca via Bendigo, on the Sunday of the Queen's Birthday Holiday Week-end, the purpose of this tour being to visit the Steam Rally, organised by Echuca Rotary. This tour was almost marred by a 1 hour late departure, but a very fast run with R749 ensured an almost on time arrival at Echuca.

In July our third tour for the year, "Blue Train to Benalla", was something in the way of an experiment. A train of all blue, air-conditioned carriages, hauled by R749 on the fast track of the North East Line, was very much enjoyed by those who travelled. Two aspects of this tour were, the unusually large number of "motorcaders" along the line, and the special arrangements which had to be put into effect for the first time in Victoria for "Rail Fan" trips, for coaling the locomotive at the terminal point.

A very enjoyable and well patronized half day trip to Hurstbridge using a "K" class locomotive, and "Vintage" stock followed in August. Carriage 12 BT, selected for preservation by the Society's Carriage Preservation Group, was used for the first time by the Society on this tour, and was the subject of many favourable comments.

After lengthy negotiations with the Victorian Railways, the Museum group were able to organise a very successful tour in October to enable locomotive R704 to make its final run before entering our Museum at Newport. This locomotive with its historic and interesting associations, and selected for display at the Newport Museum, had been in store at Bendigo for some time. Despite this, R704 put up an excellent performance on the run from Bendigo to Melbourne, being the first engine to enter the museum, under its own power. A farewell ceremonial departure from Bendigo for this "Pride of the Fleet", on the day of the tour followed several weeks of feverish activity by an enthusiastic band of railway workers and Society members to ensure that R704 would appear in "Spotless" condition.

A fast run from Melbourne to Bendigo was enjoyed behind an "X" class diesel locomotive, marking the first use of this class of locomotive by the society.

The society owes a debt of gratitude to the Railway Department for making it possible to run this outstanding tour.

In November another very interesting, and for the Society, important tour, was run. Our tour to St. Arnaud on November 18th was put on at very short notice, following a set back in negotiations to run a 38 class N.S.W. Locomotive to Melbourne, as a means of fittingly celebrating the Society's 100th Tour by Special Trains.

To mark the occasion an R class locomotive was specially brought out of storage, so that a double-header R class trip could be run, the best ever. The dining car was utilised, and the Commissioners special carriage "Norman" was also made available. Guest of honour on this tour, was Mr. J.W. McLean, who organised and ran the Society's first tour by special train.

A planned tour to Traralgon in December was unfortunately cancelled due to lack of patronage.

An interesting day tour to Meldon - and Shelbourne in January successfully combined steam pleasure with local tourist and historic attractions. In addition a special tour was organized at short notice, to mark the occasion of the closing of the Waubra line in January. Passengers travelled in special carriages attached to regular trains between Melbourne and Ballarat before journeying on to Waubra by special train.

The day tour in February, to Ararat via Cressy, was designed to give members the opportunity to inspect the "Plains Line", now almost completely relaid, and in particular, to see at first hand, the working of the "Trailable Facing Points" which with the associated equipment forms a new departure in Safe Working Operations on the V.R. This tour was noticeable for the fast and enjoyable run with the R class locomotive from Ararat to Ballarat. Although it had been planned to use a dining car on this tour, bookings for meals were disapointingly low, bringing about cancellation of the dining car.

Advantage was taken of the holiday weekend of Labour Day weekend in March to run an interesting "Tour with a Difference". What was planned to take in Yarrawonga and Oaklands in N.S.W. as well as Leechelba East and Wahgunyah, using our R class steam locomotive on the Crawlies. An overnight stop at Rutherglen was planned to co-inside with the Rutherglen "Wine Festival". Due to lack of bookings, the steam hauled special Train on the main line was cancelled, and members of the tour party travelled in reserved accommodation in regular trains between Melbourne and Benalla. It is interesting to note that of those who patronised the tour, only one cancellation was received due to change of plans.

Final tour of the year in April was the Easter Holiday extended tour of 4 days. This took the form of a round tour in Victoria and South Australia, to Mildura, Yelta, Pinnaroo Murray Bridge, and Serviceton.

This was the first extended tour to be run in Victoria during the Easter Period, and included a ride on the Brunswick Plastic Mills private Railway from Nowingi towards Mildura South, the operation of the last steam engine to Mildura and Yelta, meeting of Victorian and South Australian Steam at the border at Pinnaroo and the combining with the special tour train operated by the South Australian Division, between Adelaide and Pinnaroo. A feature of the tour was the number of Mildura Residents who joined our tour for the special trip on Easter Saturday morning from Mildura to Yelta, over 250.

A highlight of tours for the year was the organisation, by this Division, of a tour to New Zealand in November and December. This tour of 24 days duration, included in the party, 58 members and friends, from Victoria, New South Wales and Queensland, and we were joined in New Zealand by 2 members of New Zealand Railway and Locomotive Society. This most successful and enjoyable tour included almost 3,000 miles of travel by special train in New Zealand, in addition to over 600 miles of bus travel. While the primary objective of the tour was to see as much as possible of New Zealand's Railways, with emphasis on steam operation wherever possible, the tour also included visits to many of New Zealand's wonderful scenic attractions. Close contact was made with both the Railway Enthusiastic Society in Auckland and the New Zealand Railway and Locomotive Society. The success of this tour was mainly due to the ready and willing help of both these societies as well as of the New Zealand Railway Department.

As regular steam operations draw to an end on the Victorian Railway System, the Tours Committee has had to consider several new aspects in the planning of tours. The coaling of locomotives where coaling facilities are no longer available, the use of made up berths in ordinary cars for tours involving overnight journeys, to name but two.

The tours committee has received several suggestions for tours from members, and has investigations in hand for a number of tour possibilities, but would welcome further suggestions from members.

The tours committee has continued to pursue a policy of expanding its list of tour organisers and helpers and desires to place on record its appreciation and thanks for the help received from many members who have acted as tour organisers, Booking Officers, Car Captains & helpers.

A service of sales of ice creams and soft drinks was introduced on selected tours and proved quite popular. A Sales department service for books records, etc., was also available on several tours. More helpers would be appreciated for this aspect of tours.

Summary of Tours - 1967/1968

Date	Destination	Mileage	Passengers	Surplus (Defecit)	Organiser
May 6th	Mortlake	301½	350	478.00	J. Wells
June 11th	Echuca	312½	252	333.00	R. Whitehead
July 9th	Benalla	243½	126	(132.00)	M. Schrader
August 26th	Hurstbridge	45½	371		D. Alexander
Oct. 14th	Bendigo & Eaglehawk (R704 Tour)	211½	393		S. Davies
Nov. 18th	St. Arnaud	349¼	328		M. Schrader
Nov. 24th Dec. 17th	New Zealand	2994½	60		R. Whitehead
Dec. 6th	Bacchus Marsh (Research Group)	63½	24		R. Sloggett
Jan. 20th	Shelbourne	199½	229		D. Potts
Jan. 29th	Waubra	190½	79		R. Whitehead
Feb. 17th	Ararat (via Cressy)	297¼	221		R. Sloggett
March 9th - 11th	Oaklands Peechelba East Wahgunyah	536½	39		M. Schrader
April 11th - 15th	Mildura, Pinnaroo Murray Bridge	1089¾	117		M. Schrader
April 13th	Mildura Yelta		250		M. Schrader

Total 13 Tours

Total Previous Year

12 Tours, 3332¾ miles, and 3078 passengers.

The Society has now run a total of 114 Tours (108 by special train) and travelled 50127 miles. Locomotive D3639 was used on only 1 society tour for a total of 92 miles. Yarra Car was used on 7 Society tours. Total 2975¾ miles.

Yarra Car Tours

Yarra car was used on a total of 11 tours 4343 miles.

Vic. Div. A.R.H.S.	7 tours
A.R.E.	3 tours
Others	1 tour
Total	11

Locomotive D3-639

Locomotive D3-639 was used on a total of 19 tours for a total of 2195¼ miles.

Vic. Div. A.R.H.S.	1 Tour
A.R.E.	3 Tours
Vintage Train	9 Tours
Other Groups	6 Tours
Total	19

The total mileage since preservation in running order has now reached 8636¾ miles.

Research and Archives Group

Office Bearers 1967/1968

Chairman - R.T. Sloggett
Asst. Sec. - J.Y. Harvey
Archivist - I.R. Barkla

Research A study was undertaken by the Group into the origins and development of V.R. swing-door electric rolling stock. This study has determined the full history of virtually every vehicle in this category.

Railway historical information was provided to 20 outside persons and organizations including a number of university students.

Meetings were held every month except December and January, attendances being fairly consistent. The annual rail-motor outing was again held in December, this time to Bacchus Marsh.

Archives There was a small but steady inflow of materials in to the archives including many photographs. A major gift to the Society came from Mr. M.H. Clark and comprised 585 negatives from his collection as well as other items.

The group is anxious to continue the build up of archive material and members are asked that when disposing of their unwanted railway items, they hand them over to the archives. Members are also requested to keep a look out for suitable collections which may be useful to the archives. If necessary, they should notify Mr. Barkla of the whereabouts such a collection and so enable an official move for their aquisition to be made.

General The Research Group wishes to thank the Council for their assistance during the year, especially our representative, Mr. Don Potts.

R.T. Sloggett - Chairman

J.Y. Harvey - Asst. Secretary.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Councillors' Report

Your Councillors have pleasure in presenting the audited Statements of Income and Expenditure for the period from the date of Incorporation of the Society (17th July 1967) to 30th April 1968 and the audited Balance Sheet at 30th April 1968.

The surplus on the general activities of the Society for the period of $526 and the surplus from the operation of tours of $3522 have both been transferred to the credit of the Accumulated Fund.

The surplus as reflected by the Museum Income and Expenditure Statement of $168, after charging $1701 for Major Works at the Museum has been credited to the Preservation Fund.

The Carriage Restoration Fund has been increased by the net proceeds of the Special Efforts during the year, amounting to $168 and has had charged against it $138 being the expenses to date associated with the final restoration of the Carriage 45 ABL. The initial restoration work on this Carriage carried out by the Victorian Railways and costing $331 has been charged against the general revenue of the Society during the period.

In addition an amount of $232, being the surplus on the operation of the Tour to Eaglehawk has been transferred from the Accumulated to the Preservation Fund during the period under review.

In the opinion of the Councillors the results of the operations of the Society for the period 17th July 1967 to 30th April 1968 as shown by the attached Income and Expenditure Statements have not been materially affected by items of an abnormal character.

No circumstances have arisen which render adherence to the existing method of valuation of assets or liabilities of the Society misleading or inappropriate.

No contingent liabilities have been undertaken by the Society since it commenced operations and no contingent liability has become enforceable or is likely to become enforceable within the next period of twelve months which will materially affect the Society in its ability to meet its obligations as and when they fall due.

During the period 17th July 1967 to 30th April 1968 in accord with the provisions of Clause 4 of the Memorandum of Association of the Society no dividends were paid, declared or recommended.

On behalf of the Council
E. Quinlan - President.

Melbourne - 12th July 1968.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Balance Sheet at 30th April, 1968

(Incorporated in Victoria 17th July, 1967)

CURRENT ASSETS		
Cash at Bank	8966	
Trade Debtors	575	
Other Debtors and Prepayments	456	
Stock on Hand - at the lower of Cost or Net Realisable Value	3161	13158
INVESTMENTS		
Commonwealth Special Bonds - at Cost		5000
FIXED ASSETS		
Library, Furniture and Equipment - at Council Valuation 17th July 1967	1659	
Library, Furniture and Equipment - at Cost	230	
	1889	
Less Provision for Depreciation	174	1715
INTANGIBLE ASSET		
Renovations to "Yarra" Car - at Cost	2180	
Less Provision for Amortisation	676	1504
		$21377
CURRENT LIABILITIES		
Membership Subscriptions in Advance	383	
"Bulletin" Subscriptions in Advance	836	
"Divisional Diary" Subscriptions in Advance	677	
Trade Creditors	1691	
Other Creditors and Provisions	144	
Tour Receipts in Advance	824	4555
SOCIETY FUNDS		
Accumulated	12188	
Preservation	4514	
Carriage Restoration	120	16822
		$21377

NOTE: Locomotives being gifts in kind to the Society have not been included in the assets.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Statement of Accumulated Fund

For the Period 17th July, 1967 to 30th April, 1968

Balance at 17th July 1967			8372
Add Surplus as per Income and Expenditure Statement		526	
Surplus as per Tours Income and Expenditure Statement	3522		
Less Transfer of Surplus on Eaglehawk Tour to Preservation Fund	232	3290	3816
Balance at 30th April 1968			$12188

Statement of Preservation Fund

For the Period 17th July, 1967 to 30th April, 1968

Balance at 17th July 1967		4114
Add Surplus as per Museum Income and Expenditure Statement	168	
Transfer of Surplus on Eaglehawk Tour from Accumulated Fund	232	400
Balance at 30th April 1968		$4514

Statement of Carriage Restoration Fund

For the Period 17th July, 1967 to 30th April, 1968

Balance at 17th July 1967	90
Add Income for the Period	168
	258
Less Restoration Expenses	138
Balance at 30th April 1968	$120

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Income and Expenditure Statement

For the Period 17th July, 1967 to 30th April, 1968

INCOME				
Surplus on Sale of Records and Publications (See Note 1)				2892
Membership Subscriptions				692
"Bulletin" Subscriptions			1665	
Less Cost of "Bulletins"			1522	143
Joining Fees				54
Interest on Commonwealth Special Bonds				244
Donations				13
				4038
EXPENDITURE				
Direct Services to Members				
Meeting Room Rent		238		
Library		20		
Depreciation of Library Books		13		
Slide Competition		14		
Depreciation of Slide Projector		14		
Annual Film Night		157	456	
Administrative				
Postage and Telephone		417		
Distribution and Mailing		322		
Printing and Duplicating		336		
Stationery		745		
Insurance		115		
Audit Fee		120		
Depreciation of Furniture and Equipment		28		
Other Expenses		54	2137	
Group Expenses				
Film Group	163			
Depreciation of Equipment	24			
	187			
Less Proceeds of Film Screenings	138	49		
Research Group	35			
Archives	229	264		
Recording Group	31			
Depreciation of Equipment	95	126	439	

Income and Expenditure Statement (Continued)

Brought Forward	3032	4038
Initial Restoration of Rail Carriage	331	
"Divisional Diary" Deficit (see Note 2)	149	3512
Surplus for the Period Transferred to Accumulated Fund		$526

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (VICTORIAN DIVISION)

Notes to and Forming Part of the Accounts

Income and Expenditure Statement

1. Surplus on Sale of Records and Publications

Revenue from Sales			5988
Less Cost of Goods Sold Opening Stock	2068		
Purchases	3351	5419	
Less Closing Stock		2323	3096
Surplus for the Period			$2892

2. "Divisional Diary" Deficit

Cost of Publication	1371
Other Expenses	51
	1422
Less Subscriptions	1273
Deficit for the Period	$149

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Tours Income and Expenditure Statement

For the Period 17th July, 1967 to 30th April, 1968

Tour	Net Revenue	Transportation	Refreshments/ Accommodation	Printing, Postage & Other	Surplus
Suburban	498	225	-	142	131
New Zealand	30120	15743	12624	750	1003
Eaglehawk	2400	1506	52	610	232
St. Arnaud	3680	1981	516	420	763
Shelbourne	1287	952	83	189	63
Waubra	331	280	-	12	39
Ararat	1732	1115	150	141	326
Oaklands	1384	943	194	197	50
Mildura	8669	5719	1231	379	1340
	50101	28464	14850	2840	3947
Less General Expenses				267	
Amortisation of Renovations to "Yarra" Car			208		
Less Charges for use of "Yarra" Car			50	158	425
Surplus for the Period Transferred to Accumulated Fund					$3522

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Museum Income and Expenditure Statement

For the Period 17th July, 1967 to 30th April, 1968

INCOME			
Gate Donations and Booklet Sales		2829	
Less Cost of Booklets Sold		642	2187
Revenue from Film Sales		2824	
Less Cost of Film Sold		2458	366
			2553
EXPENDITURE			
Current Operations			
Night Patrol	116		
Electricity	51		
Rates and Rent	22		
Administration	50		
Insurance	38		
Ticket Printing	70		
Paint	128		
Other Materials	158		
Other Expenses	51	684	
Major Works			
Trackwork	1598		
Number Plates and Signs	103	1701	2385
Surplus for the Period Transferred to Preservation Fund			$168

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Statement by Councillors.

We, Eric Quinlan and Joseph Arthur Kellett being two of the Councillors of the Australian Railway Historical Society Victorian Division do hereby state that in the opinion of the Councillors the accompanying Statements of Income and Expenditure are drawn up so as to give a true and fair view of the results of the activities of the Society for the period 17th July 1967 (date of Incorporation) to 30th April 1968, and that the accompanying Balance Sheet is drawn up so as to exhibit a true and fair view of the state of the affairs of the Society at 30th April 1968.

Signed on behalf of the Council at Melbourne, this 12th day of July 1968.

E. Quinlan
J.A. Kellett

Declaration by Secretary

I, Alan Swasiland Maggs, Secretary of the Australian Railway Historical Society Victorian Division, do solemnly and sincerely declare that the accompanying Balance Sheet and Statements of Income and Expenditure of the Society are to the best of my knowledge and belief correct.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at Melbourne in the State of Victoria,)
this 12th day of July 1968, before me) A.S. Maggs
G.S. Maggs)
A Justice of the Peace

Auditors' Report to the Members of the Australian Railway Historical Society (Victorian Division)

In our opinion

(a) The accompanying Balance Sheet and Income and Expenditure Accounts are properly drawn up in accordance with the provisions of the Companies Act 1961 and so as to give a true and fair view of the state of affairs of the Society at 30th April 1968, and the results for the period ended on that date, and

(b) the accounting and other records (including registers) of the Society examined by us are properly kept in accordance with the provisions of the Companies Act 1961.

Melbourne - 12th July 1968. C.W. Stirling & Co. - Chartered Accountants

Mail Orders

Business in this section of the Society's activities continues to grow as indicated by the amount of $4756.62 received in revenue for the twelve months, which is an increase of 37% on the previous year's figure. Two factors were responsible for this - (1) Issue of a Sales circular in November listing 51 items, and (2) Availability of a new record "Souvenirs in Steam".

As in past years, records provided the main part of the revenue, with $2843.17, but the bulk of the orders were for the lower priced items which gave a comprehensive cover to the availability of Australian Railroadiana.

There have been odd cases of delays in the mailing of ordered printed matter due to temporary exhaustion of stocks, and these are regretted; it is felt that closer attention could be given to orders for stock sent to other Divisions.

With 177 sales, "Speed Limit 20" is still selling well and it is likely that no more copies will be available after the end of 1968. The book may be re-printed at a later stage, but at present the available finance is required for the production of a new book on the Ararat to Portland Railway, expected to be ready in October next.

New items available are the "R704 booklet" by Don Potts, the "10 year review of happenings on the Victorian Railways" by Keith Turton, produced as the November Divisional Diary, and Society neck-ties. Sales of the first named have been 184, while those for the November Divisional Diary have resulted in many new subscriptions for the magazine. The ties, however, have been selling slowly, perhaps due to their high quality, and cost.

The R704 Tour handout was the only one issued during the year, and good stocks of these are held. When the next Sales List is issued, many formerly shown items will not be listed, as all stocks will have been sold.

C. Einsiedel
Distributor.

Film Group - Annual Report 1967/1968

The Film Group of the Australian Railway Historical Society (Victorian Division) presents the following Report on its activities for the year 1967/1968.

Bi-Monthly Screenings

The Group again held five general screenings during the year under review, at its Kelvin Hall location. The popular practice of featuring a specialized subject at each screening has been continued:

June 1967	:	Streamliners
August	:	Mountain Railways
October	:	Turksib
February 1968	:	Melodrama rides the Rails
April	:	Giants of Steam

Total audiences for these screenings numbered some 730 persons.

A reasonable balance has been struck between commercial and Members' films in these programmes, and the Film Group would like to thank all those who assisted with films du[illegible] the year.

Annual Film Night

An unfortunate last minute decision by the Rivoli Theatre to cancel the Annual Film Night due to the inclusion in the programme of inflammable nitrate films almost resulted in the demise of the screening. However, due to the generosity and help of the manager of the Carlton Theatre, the Night went on as a two-night screening. Thanks to the co-operation of British Empire Films and a private distributor, the Annual Film Night was able to include THE RUNAWAY RAILWAY and the long-lost classic, BATTLE OF THE RAILS.

Equipment

The Ampro 16mm sound projector, projector stand and screen purchased by the Society were maintained in good condition. Other equipment used at screenings was supplied by the Film Group and included a Bolex 8mm projector, stands, and tape recorder.

Committee

The Committee records with regret the sudden death in 1967 of Paul Dodd, one of the Film Group's founding members.

The Committee structure of the Film Group has unfortunately dwindled to two full-time members and two part-time observers. The assistance of other Members is always welcome.

Administrative Officer	:	R. Seccombe
Archivist/Programmer	:	J. Matthews
Observers	:	P. Seccombe & D. Kidd

Archive

New acquisitions have brought the total number of 16mm prints held to 36 with a total film footage of some 7000 feet and a running time of about 200 minutes. The new 16mm films have largely comprised copies of television news items. Where practicable, these new Archive acquisitions are included in the Group's regular screenings for the interest of members.

The new film package of historic railway films recently acquired for the Archive totals some 30 cans of 35mm nitrate base motion picture material. It is expected that additions to this collection will become available. This material will provide a rich source of information for research on early Australian railway history, operations and steam locomotives.

Divisional Library

G.E. DYE — Librarian

The number of borrowing members has increased considerably during the year. It is pleasing to note that more young members have enrolled. Apart from lending books, the Library receives the following railway magazines, which are available for loan: Railway World (U.K.), Railway Transportation (Aust.), Trains (U.S.A.), Modern Railways (U.K., and the bulletin

of the N.Z.R.O.

One hundred and two books have been acquired by the Society since the previous Annual Meeting. This number includes 27 from the V.R., 65 from the estate of a deceased rail enthusiast, and 10 donations. Lists of these titles have been mailed out to members. The Society is very grateful to those members and well-wishers who have donated items to the Library.

A postal borrowing system is available for country members and this is operating satisfactorily.

Records Report 1967/1968

A new 12" recording, "Souvenirs in Steam", was produced during the year, and already sales are near to 400, which is not surprising as this is a companion to "Steam on the Five Foot Three", again processed by A.W.A. to the same excellent quality. After some delay regarding availability of the cover, which is of a striking locomotive wheel design by Member David Leith, sales commenced in July and only in March and April have they dropped below double figures for any one month.

There is some evidence that this new record has stimulated interest in the earlier discs, as these have also been selling well with sales as follows:-

Steam on the Five Foot Three	99
Night Shift	125
Narrow Gauge in South Australia	71
Westward Ho!	79
Total	374

As well as this, there were 17 sales of the South Australian Division's recording "Broad Gauge Beat".

A London retailer continues to make sales of our records to his customers, and during the year, two orders were despatched there.

Charles L. Craig.

Engine Cleaning Committee

Works Convener D.G. Potts

Members continued to render assistance on this committee during the year. Now that the work has become a major undertaking, the Committee has now come under the auspices of the Steam Preservation Co-ordinating Committee and complete details of the year's activities will be outlined in the S.P.C.C. Annual Report.

Carriage Preservation Committee

D.G. Potts	Councillor
T. Clark	Member
K. Clark	Member

This new, small Committee, formed just a year ago, unfortunately, like so many other groups within the Society does (without looking for bouquets) report: "So much was done by so few"!

Again, the Committee Members, apart from their very active interest in carriage preservation are, like the majority of other Society officers, already heavily burdened with a variety of duties, such as Tours, Engine Cleaning, Vintage Train, Museum, etc., etc.

The Committee has been conscious of the need not to commit the Society (whose members legitimately have other railway interests apart from carriage preservation) with heavy expenditure on items of passenger rolling stock. Accordingly, careful consideration to this aspect has been given when selecting carriages for preservation. Costs are being greatly reduced by the fact that the three Committee-men are voluntarily tackling most of the preservation work themselves. The project has so far, consumed 30 week-ends apart from the other Society activities. In addition to undertaking the restoration work, the Committee has also engaged in six energetic fund raising campaigns. The total amount raised during the year is $302.59. The Committee appreciates members' support in this regard.

Where possible, the Committee, with Council approval, has endeavoured to acquire different types of rolling stock, each with their own individual examples of design and architecture which have been a part of Victorian Railway history. Some items desirable for preservation, are, because of their great age, only suitable for static display and, as carriage enthusiasts, the Committee was particularly pleased when the Museum Committee agreed to retain electric-motor coach 8M (1888) and end-platform, saloon car 11AA (1880). Appreciation is also extended to the Museum Committee for kindly making space available at the Museum area to enable carriage restoration to be undertaken by members.

As previously mentioned, A.R.H.S. carriage preservation is intended to supplement and not compete with similar aims of other organisations which are already involved in their own particular projects. The Railways Commissioners have approved of all the Committee's proposals for retention of nominated carriages.

(1) YARRA: This historic parlor-car, saved from the scrap fires in 1964, continues to prove very popular with tour patrons. During the year, the interior of the 62 year old car was restored at Newport Workshops and attention given to the seating. The exterior will be due for re-painting next year.

(2) No. 45 ABL: This composite, first and second class, corridor, non-vestibuled country carriage, bult by the Butty Gang at Newport in 1901 is currently being restored by Committee Members at Railway Museum. Regular assistance by member Bill Jamieson of Lilydale is greatly appreciated. The project has proved to be far more involved than at first anticipated, and not without some frustrations. The Committee is anxious to ensure that the result of their labours

will be of a high standard, and that No. 45 ABL will offer passenger comfort at least equal to any other non-airconditioned V.R. rolling stock. A total of 874 voluntary man-hours had already been contributed towards the project at the end of May, 1967. The interior has been completely stripped so that each panel and fitting may be individually and painstakingly restored to its original condition. All the interior woodwork is being cleaned down to its natural state, and after washing down with methylated spirits, two coats of French Polish will be rubbed into the raw wood. Finally, two protective coats of clear varnish will be applied. The exterior is to receive another coat of Carriage Red Enamel before the old style lettering is done. Old historic railway photographs will be another feature designed to make No. 45 ABL truly a "members" car. The carriage will make its first run within the next few months.

(3) 12 BT: This "dog-box" car, built in 1890, is the oldest carriage retained for preservation. Withdrawn from regular service last September, 12 BT has been utilised on several excursions. It is available for electric multiple-unit and locomotive hauled operation. External and internal restoration of this fine old vehicle is planned at Railway Museum later this year when No. 45 ABL is completed.

(4) 13 BT or 24 D? Originally, a year ago, 13 BT was selected, together with its identical twin car, 12 BT for preservation. However, an apparently new body structural weakness, coupled with the desire for a more representative variety of rolling stock has caused the Committee to make a re-appraisal of the situation. Recently, 24D was nominated, and this vehicle would have the advantage of being able to be used as a car-van, on locomotive hauled trains as well as a driver-trailer on electric multiple-unit operation. Negotiations with the Department are expected to be finalised shortly.

Steam Preservation Co-ordinating Committee

During the year under review, the "Steam Preservation Co-ordinating Committee" continued to function at a high level of efficiency as a co-ordinating body.

The Vintage Train appears to have found a place in the lives of the people of Victoria, as passenger numbers remain high, thanks to advertising arrangements with the Victorian Railways, The Victorian Government Tourist Bureau, and the various "Rail Fan" and "enthusiast" bodies.

One new locomotive, J 515 was added to the fleet during the year, and the policy of retention of steam facilities where both practical and warranted was pursued.

A fully comprehensive report on the activities of the S.P.C.C. will be published later in the year, and circulated amongst members.

Syllabus Items Committee

Sub-Committee	M. Schrader - R. Whitehead.	
May	Members slides of Tours for 1966/1967	
June	"The Balmoral Railway"	by K. Turton
July	"Railway Films"	by K. Findlay
August	"Palmerston and Pine Creek Railway"	by J. Harvey
September	The "Future of British Railways"	Stewart Joy
October	"Presenting the Railfan to the public".	by C. Henshaw
November	Railway Activities in West Australia	by J. Searsch
December	Annual Film night	
January	Railway Films	by P.J. Phillips
February	The New Zealand tour	R. Whitehead
March	Railway Quiz Night	Peter Barry
April	Queensland Railways	John Knowles

Report of the President of the Tasmanian Sub-Division

Regular monthly meetings were held at either Launceston or Devonport, the average attendance being eight Members. A syllabus was drawn up at our last Annual meeting to provide advanced information to our Members on what was in store for them by coming along. This resulted in well-organised and appreciated programs, some of which were: a talk by Mr. R.A. Little on the Great Train Robbery; another talk by Rev. Thomas on Smithton Trams; slides and talks on some Canadian railways by Mr. J. Stokes and on New Zealand railways by Mr. B. Palmer. Films; Slides; and an auction night were entertaining on other meeting nights. At a special Devonport meeting last January Mr. M. Plummer created much interest in a talk based chiefly on Victorian - Tasmanian inter-changed locomotives.

Two steam train trips were organised this year. The first was "Steam to Scottsdale" on 21st October, in which a party of fellow Victorian Members participated. On 6th April the trip was "H2 to Fingal" plus another 14 miles to St. Marys. The Scottsdale trip was booked out and a financial success whereas our Fingal trip with 130 passengers was run at a slight loss.

Several more books were added to our library. We purchased an old clock which originally belonged to the Tasmanian Main Line Co.

"Tas. Rail News" is still popular with a circulation of over 60. We again thank Ralf Proctor, the Editor, for his splendid work and prompt presentation. Now that Bruce Palmer, our original Editor, has returned he will be taking over the reins for the May issue and onwards. We still welcome any railway news from any Member.

Our grateful thanks are extended to Mr. E. Quinlan, President of the parent Vic. Division for his help and co-operation over the year and also to the Tasmanian Steam Power Society and the Rev. C.B. Thomas for rooms to have our meetings. As President I gratefully extend

"thanks very much" to our Secretary/Treasurer, Mr. Anthony Ryan, to our past Editor, Train Ma[illegible]ll, Handyman and Rouseabout - Mr. Ralf Proctor and to Messrs. Peter Rogers, Ken Flood and Jack Shannon for various jobs well done that has helped to make our Sub-Branch a successful Society.

C.W. Goodwin
President.

Just a short note on behalf of the Council and the members of the Society, to say many thanks to two of the Officers of the Society who are not standing for re-election in their present capacity, namely Eric Quinlan, President, and Joe Kellet, Treasurer. These two members have spent an enormous number of hours working for the Society, and to them we say [illegible]ncerely, thank you for a good job well done.

To all other members of the Society, may I on behalf of the Council thank you also for the spirit of Co-operation, which has, with few exceptions, been evident during the year just past our first year as an Incorporated Company, and express the wish that the same help will be given to all Office bearers of the Society in the ensuing year, as has been extended to the members of the retiring Council.

A. Maggs, Secretary,
for and on behalf of The Council.

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Australian Railway Historical Society

VICTORIAN DIVISION

Annual Report

and FINANCIAL STATEMENT

Year ending 30th April, 1979

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)
Office Bearers 1969–70

Box 5177 AA, G.P.O.,
Melbourne, Vic. 3001.

President: Mr. D. G. Potts
Vice Presidents: J. Brough, W. Rapley.
Secretary: R. K. Whitehead
Council Members: D. Alexander, R. Alexander, E. Hogan, D. Room, M. Schrader, E. Quinlan

Geelong Sub-Division:
President: M. Coleman
Secretary: I. Gunsser (part year)
I. McDonald
Treasurer: A. Gunsser (part year)
I. McDonald

Tasmanian Sub-Division:
President: R. Proctor
Secretary/Treasurer: T. Ryan.

Museum Committee
Chairman: E. Quinlan.
Secretary: G. Dye.
Treasurer: L. Davies
Projects Officer: A.Hill
Works Supervisor: W. Pearce
Assistant Works Supervisor: G. Brown.
Committeemen: C. Henshaw, K. Clark.

Tours Committee
Tours Officer: R. Whitehead
Tours Secretary: D. McLean
Members: M. Schrader, D. Potts.

Slide Competition Committee
Chairman: C. Henshaw
Projectionist: M. Lawrence
Member: E. Wells
Council Representative: D. Room

Divisional Diary
Editor: G. Jones
Photo Editor: R. Jude

Sales Department
C. Einsiedel, D. Baker

Librarian
A. Maggs
H. Head, Assistant Librarian

Treasurer: A.Cohn

Mailing Officer
I. R. Barkla

Research Group
Chairman:)
Secretary:) Positions vacant
Archivist: I. R. Barkla
Photo Archivist: R. Bruce

Film Group
Chairman/Projectionist: R. Seccom
Archives: P. Lord, D. Milk, P. Alde
Council Representative: D. Alexan

Syllabus Items Committee
M. Schrader
W. Rapley
R. Whitehead

Recordings
C. Craig
M. Schrader

Membership Officer
C. Einsiedel

Carriage Preservation Group
K. Clark, Chairman
T. Clark
D. Potts

Duplicator Operator
D. Jowett (part year)
R. Gilbert

Publications Committee
R. Alexander
R. Whitehead

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Presidential Report

During my two years as your President I have been fortunate to have been part of a dedicated team who endeavoured to promote the interests and welfare of the Society. Details of the progress and the volume of the work accomplished are outlined in the accompanying reports of the Victorian Division.

At the last Annual Meeting I had the pleasure, and members wholehearted support, in nominating Mr. Claude Einsiedel for Life Membership of the Division. I know members will join with me in wishing Mr. Einsiedel a rapid return to good health. The late Messrs. C. D. Gavin-Duffy and Leslie Gordon Poole have been the only two members so honoured during the long history of the Division.

Perhaps the most significant outcome of the year's activities has been the establishment of the Geelong Steam Preservation Society to control and operate a live-steam railway at Belmont. To assist this worthwhile project, Council granted a secured loan of $1000.00 and its interests in the former Fyansford, 0–6–0, Vulcan locomotive to the new Society which was formed into a separate company, limited by guarantee, similar to our own Division. A close liaison will be fostered between the new Society and this Division and we will be represented on the governing council of the Geelong Steam Preservation Society. The Geelong Sub-Division is continuing to function as a separate identity for the benefit of local A.R.H.S. members. Tasmanian Sub-Division members were welcome to join in the Division's recent Easter rail tour. The Tasmanian Sub-Division plans to suitably commemorate the centenary of railways in Tasmania early in 1971 and the Victorian Division looks forward to participating in this historic occasion.

With companies registered under the name of the Australian Railway Historical Society in most states, an "Australia wide" approach is now necessary for many important matters. The Federal Secretary, John Knowles, originally a Queenslander, briefly a Victorian, and currently a West Australian, is painstakingly moulding a Commonwealth Agreement to ensure co-operation between the various Divisions.

A highlight of the monthly social meetings was the visit by one of the world's most renowned railway engineers, author, historian and enthusiast, O. S. Nock of England who addressed the August crowded gathering. The overall presentation of the monthly syllabus programs has been of a high standard.

Acting on a suggestion of Mr. David Burke, a New South Wales member, that the Society should make some tangible contribution to commemorate the inauguration of through rail services between Sydney and Perth by commissioning suitable paintings, the Victorian Division undertook to conduct negotiations with the Commonwealth Railway Department, and arrange an artist. The New South Wales Division agreed to share the cost of this project.

Well known Melbourne artist Mr. Ray Webbe was commissioned to execute two paintings, one depicting the departure of the first Eastbound "Trans Express" from Kalgoorlie in 1917 and the other depicting an early "Trans Express" crossing the desert.

I was privileged, on behalf of the Society, to officially present the paintings to Mr. K. A. Smith, Commonwealth Railways Commissioner who accepted them for Railways of Australia, for display in the lounge cars of the new Indian-Pacific Express.

The Society has continued to enjoy the co-operation and understanding of the Victorian Railways Commissioners and their staff. The Division is indebted to all those railwaymen who have assisted in many different spheres during the year.

A close, and happy relationship has been maintained with kindred societies. The Division takes an active interest on the Steam Preservation Co-ordinating Committee and in the organization of the Vintage Train.

As your retiring President, and the sixteenth member to be elected to the position during the 24 years of the Division, I wish to take this opportunity of expressing my appreciation of the honour bestowed upon me. It has been a wonderful and interesting experience. The seemingly accepted practice for presidents to be allowed a two year term is generally a good one. In a Society such as ours, with a great complexity of interests and responsibilities, it takes a new president a year to settle down and grasp the fundamentals of the organization and administration involved. During the second year he should then be able to direct his energies towards those fields which may be in need of guidance or promotion. It was my aim to do this for the various sub-groups and committees within the Division.

It would be remiss of me if I did not make reference to the fine work carried out by your Council and other officers and members of the Division. With over 700 members and a tremendous financial turnover, the Division is indeed big business! I am particularly mindful of the personal efforts of the Divisional Secretary, Mr. R. K. Whitehead whose zeal and untiring work has been of great assistance to me in my presidential role.

The Australian Railway Historical Society – Victorian Division enters the 70's with the knowledge of many achievements during its first quarter of a century. I offer my sincere best wishes to your new President and may the Division continue to prosper and provide a valuable service to railway history in the future.

Donald G. Potts.
President

Secretary's Report

Membership

A total of 89 applications for membership were accepted, which, after resignations, non-renewals, and transfers to other Divisions, brought the membership figures up to 730, compared with 712 at the end of the previous financial year. This resulted in a net gain of 18, which is somewhat lower than the previous report.

The Society's most grateful thanks are extended to Mr. C. Einsiedel, who despite ill health during the year has continued to so ably carry out the duties of Membership Officer. The Society also thanks Mr. and Mrs. John Shaw, and Miss Joan Einsiedel for their assistance.

Entertainment Meetings

It was found desirable during the year to change the venue of our monthly Entertainment Meetings from the National Mutual Centre to the Theatrette of the Victorian Amateur Cine Society in order to maintain our regular meeting date of the fourth Thursday of the month. We are grateful to the V. A. C. S. for their help and very kind reception.

Duplicator

Due to increasing accommodation problems, member Des Jowett found it necessary to relinquish the task of operating the Society duplicating machine early in 1970. Following an appeal for assistance, the care of the duplicating machine was taken over by member Richard Gilbert, with help in preparing stencils undertaken by Mrs. D. Baker.

The Society desires to place on record its appreciation of the work of Des Jowett, and the continuing efforts of Richard Gilbert and Mrs. D. Baker.

Competitions

The 1969 C. D. Gavan Duffy competition for colour slides attracted 33 slides from 4 entrants from Victoria. This competition was won by an entry from New South Wales, with second and third places going to Mr. M. Schrader of Victoria.

The 1970 C. C. Singleton competition for Black and White photos was won by Victorian member A. Straffen, who also won third prize. A total of only 12 entries from 4 competitors were received from Victorian members.

By Federal Agreement, prize money for both these competitions was increased by the provision of awards for second and third placegetters, but despite this, the number of entries received from members throughout Australia remains disappointingly small

The award for 1968 of the J. C. M. Rolland Prize for the best article appearing in the Bulletin was won by Victorian Division member J. Y. Harvey for his article, The Adelaide and Pine Creek Railway.

Storage and Display Space

Negotiations were successfully completed with the Victorian Railway Department for the leasing of a room at Windsor station. It is intended that this room will house archives material, library books etc. and be available for use by members pursuing research etc. A quantity of second hand steel shelving and cupboards were purchased for this room, and one quite successful working bee was held but before the room can be put to its intended use more work must be completed.

General

We have continued to enjoy close liaison with the many kindred bodies, the National Trust, and the Royal Historical Society of Victoria, with whom we are affiliated.

Thanks

My thanks to all members who have so readily assisted in various ways when called upon.

R. K. Whitehead
Hon. Secretary

Sub—Division Reports

Tasmania

Over the past year monthly meetings of the Sub-Division were held at Launceston and Devonport, the average attendance being 9.

Syllabus items at meetings included films, slides and an auction night. A film night and barbeque was held at the home of the Secretary in December and was very well patronised.

Two tours were run during the year, both from Launceston to Scottsdale. The first was on 24th May when it was arranged that steam locomotive M. A. 4 replace the diesel unit on the Saturday goods. On 29th November steam locomotive M5 hauled the Sub-Divisions 5th annual excursion.

A number of members participated in the Victorian Division Easter 1970 Tour of Tasmania.

Our monthly publication "Tasmanian Rail News" continues to enjoy good support, there being approx. 70 subscribers. Thanks are extended to those readers who keep up the supply of news items, etc. A special word of thanks also to Mr. J. McLean for his popular articles.

A Sub Committee has been appointed to consider plans for the celebration of the Centenary of the Tasmanian Railways. A number of suggestions for Centenary activities have been submitted to the T. G. R. Department

Our thanks are extended to the Tasmanian Steam Power Society and to the St. Vincent de Paul Society for the use of meeting rooms during the year.

Thanks are also extended to all office bearers of the Sub-Division and to the Victorian Division Secretary, Bob Whitehead, for their help and co-operation during the year.

Geelong

The Belmont Common Project continued to provide members of the Geelong Sub-Division with their most important activity.

Following approval of the overall plan for the railway by the Belmont Common Committee of Management further tracklaying was commenced with an extension towards the north boundary and a spur southwards which will eventually form part of the main running line. Together with an additional siding laid into the shed (former aeroplane hanger) approximately ¼ mile of 60 pound track has now been laid. The spur southwards involved the provision of an earth embankment to enable the line to cross lowlying swampy ground.

The former aeroplane hanger building, occupied on a part lease basis, has now been purchased to provide more permanent accommodation for equipment and activities.

The Hudswell Clark, 0—4—2. loco was first steamed and tested in September 1969, was run frequently during the summer period, and since then has been steamed up every Sunday afternoon, attracting considerable local attention. This loco has now steamed some 1500 miles in running the short trips, some 2500 passengers having been carried. A double bogie well wagon fitted with seats to accommodate 22 passengers was brought into use.

Repair work on Vulcan (number 4) 0—6—0 loco has been carried out in preparation for steaming and testing later in 1970.

A second hand steel shed and a quantity of rail was kindly donated, and this shed has now been re-erected on site providing excellent cover for the Vulcan loco. Work has started on construction of a passenger platform.

Negotiations were continued for the eventual acquisition of additional locomotives and carriages.

At a meeting attended by members of the Victorian Division Council and members of the Geelong Sub Division, the decision was made to form a separate body to undertake the activities of the Belmont Common Railway Project. It was felt desirable that a separate autonomous group could best further this project, gaining greater local support than would a group under control of an executive based some distance away.

Accordingly, a separate group, known as the "Geelong Steam Preservation Society" was formed, and with the assistance of the Victorian Division became incorporated as a Company Limited by Guarantee in April 1970. The new company took over the activities of the Belmont Common Railway. The Victorian Division's interest in the railway equipment and rolling stock was vested in the new company.

Geelong Sub Division members assisted with advertising and sales of tickets for the two Vintage Train tours which visited the Geelong area, and members also participated in several Society tours.

Following the incorporation of the Geelong Steam Preservation Society, it is possible that the Geelong Sub Division of the A. R. H. S. will continue to meet informally in the future for the benefit of interested members.

Railway Museum Annual Report 1969/70

During the year an attempt has been made to bring greater variety to the display at North Williamstown.

Major acquisitions were the North Williamstown Signal Box (which is to be fitted out with lever frame and telegraph equipment) and No. 2 Crane locomotive. Many smaller items, including a Pintsch gas compressor, were acquired during the year. Further consideration has been given to the effective display of these items and in particular the carriage area of the Museum. An inspection platform has been erected between Norman and the cab end of 8M, and the saloon end of Torrens, with restoration of the driver's cab in 8M almost complete. Work has been carried out on the interior of car 11AA to prepare it for the display of small exhibits. The limiting factor here has been lack of manpower. A great deal remains to be done in this area.

We record with regret the death early this year of member Mr. Ted Green, who had given valuable service to the Museum as a worker and gate keeper for many years. A number of personal railway effects were donated by Ted's family to the Museum, and we are grateful for these.

Painting of locomotives was carried out on a more extensive scale this year. Repainting was completed on F176, T94, C10, Y108, D3 635, and the Norman Car, with work still in progress on D4 268, R 704, 8M, and Torrens. Preparatory work is under way on K165 and J556.

The Museum Committee continued to meet regularly. Cyril Henshaw joined the Committee in August, accepting the position of Minute Secretary. In October Mrs. Bryant, who had so ably typed and duplicated the Committee's Minutes for several years, was compelled for family reasons to relinquish her service.

The annual outing arranged for Museum workers and friends was held at the Moorabbin Live Steam display, where an interesting and enjoyable afternoon was spent.

We thank the helpers and tour organisers of our own Society and the A. R. E. for their assistance with Film Sales. This service has continued throughout the year on tours, and proceeds have helped to augment the Museum's funds.

Approximately 25,000 people visited the Museum during the year, a figure closely comparable with the previous year. A drop of 10% in adult attendance was made up by an increase in weekday school visits by children.

Our thanks go again to the Victorian Railways Commissioners and staff for their assistance and their support of the preservation of the railway heritage of this State. To all members of the works force, gatekeepers, friends and supporters of the Museum we express our gratitude for the many ways in which help has been given during the year.

The work has fallen on too few shoulders, though, and in order to complete the several projects pending, we will be very grateful to receive offers of help.

Tours Report

First tour of the year was quite different to our usual activity. A competition was organised to commemorate the 50th Anniversary of inauguration of Electric Trains in Melbourne. A prize was awarded to the competitors who travelled the greatest mileage by suburban electric services during the day, including travel on the Special Commemorative Suburban Electric train which was run from Flinders Street to Essendon and through to Sandringham.

The winners of the competition were members Richard Gilbert and Roderic Smith, who travelled 355½ miles, gaining 374 points.

Our visit to Echuca for the Annual Steam Rally proved very popular. The tour train was packed to capacity by the addition of over 260 additional local residents for the short extension of the tour to Moama.

Two Rail motors and two trailers were required to accommodate the heavy patronage of the Suburban Industrial Sidings tour.

A combined tour, with the ready co-operation and help of the Association of Railway Enthusia was run to Colac and Linton, via Geelong and Ballarat. One train was divided into two parts at Corio and coaches followed the route of the former Beeac and Rokewood lines. Mr. O. S. Nock was a guest of the A.R.E. for this tour.

Another combined tour, this time with the co-operation of the New South Wales Division of the Society provided an interesting and successful weekend to Northern Victoria and Southern New South Wales.

Although not a financial success, the tour to Mansfield and Alexandra provided a novel opportunity to visit both termini, by dividing the train at Cathkin, thus achieving the objectives of a tour planned several years ago, but curtailed due to failure of the locomotive.

The special four car walk through "Harris" suburban set, hauled by loco D3, 639, to Belgrave for the annual film night was quite popular.

The "Nyora Mixed" was a "tour with a difference", re-enacting as nearly as possible the Saturday afternoon Dandenong to Nyora "Car Goods" of some years ago.

Our tour to Cudgewa was a quite different concept in weekend tours, being designed to enable a small party to take part in a scenic coach tour of the Snowy Mountain Scheme.

The day tour to Shelley was planned to be the "highest, longest, fastest, and slowest" tour we had run in one day, an enjoyable excursion utilising diesel haulage during the period when steam haulage was not available.

A diesel electric rail motor and Yarra Car were used for the trip to Wahgunyah to visit the Rutherglen Wine Festival, in conjunction with the Triumph Sports Car Club.

Tasmania provided the venue for a most enjoyable extended tour for the Easter Holiday period. We were pleased to have the company of quite a number of Tasmanian members with us on this tour, of over 600 miles with steam.

Final tour of the year was to Barry Beach in South Gippsland, one of the most recent branch lines opened for traffic in Victoria. The use of the "Mini-Buffet" car on this tour was not as successful as was hoped.

As well as the running of the regular Society tours, your Tours Committee has been involved, through the Steam Preservation Co-ordinating Committee, with the running of the "First Sunday of the month" Vintage Trains throughout the year.

The Tours Committee has endeavoured to provide a program of tours to cater for varied interests, historic, "railfan"and tourist, and has, with the help of many useful suggestions from members, continued to formulate plans for future tours.

The Society offers its sincere thanks to all who have assisted in the running of tours, in particular Tour Organisers and Booking Officers.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Councillors' Report

Your Councillors submit their 3rd Annual Report and the audited accounts for the year ended 30th April, 1970.

The current year's results reflected an increase in the Accumulated Funds of $4,041, resulting from a loss in general activities of the Society of $19 and a surplus from tours of $4,060.

The Preservation Fund was reduced by $2,707 following the transfer of $4,000 to a Reserve Fund for Museum Roofing, less a surplus from the operations of the Museum for the year of $1,293. The surplus was derived after charging $1,397 for major works.

During the year the Museum Sub-Committee recommended to the Council that $2,000 be set aside in a fund for future roofing of sections of the Museum. A resolution was subsequently passed by the Council and existing Commonwealth Special Bonds for $2,000 were transferred for this purpose. On the 30th April 1970, a further $2,000 was set aside for the roofing fund, Special Bonds for this value were purchased on the 3rd June 1970.

Interest earned on the original Bonds was also credited to the account to be re-invested at a later date.

Movement in the Carriage Restoration Fund for the year was not significant and resulted in a net increase of only $4. Income for the period was $92, less restoration expenses of $88.

The loss on general activities of the Society was reduced to only $19, as compared with $2,006 for the previous year. This reflects the efforts made to minimise costs wherever possible, as shown by the administrative expenses being $439 lower and the cost of Direct Services to Members being $176 lower. Subscriptions for the year were also increased, producing an additional $702.

During the year it became evident that unless costs of production of the "Divisional Diary" were checked a substantial loss would be incurred. With the co-operation of all concerned, this was done, and the deficit was held to $56.

In the opinion of the Councillors, the results of the operations of the Society for the year ended 30th April 1970, as shown by the Society's Income and Expenditure Statements, have not been materially affected by any items of an abnormal character.

No circumstances have arisen which render adherence to the existing method of valuation of assets and liabilities of the Society misleading or inappropriate.

No contingent liabilities have been undertaken by the Society, and no contingent liabilities have been enforceable, or are likely to become enforceable within the next period of 12 months, which will materially affect the Society in its ability to meet its obligations as and when they fall due.

During the year ended 30th April 1970, in accordance with the provisions of Clause 1V of the Memorandum of Association of the Society, no dividends were paid, declared or recommended.

Melbourne — Tenth day of July, 1970

On behalf of the Council
D. G. Potts — President.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (VICTORIAN DIVISION)

Balance Sheet at 30th April, 1970.

1969 $		$	$
	CURRENT ASSETS		
3625	Cash at Bank	14984	
1330	Trade Debtors	1207	
118	Other Debtors and Prepayments	1931	
5425	Stock on Hand – at Lower of cost or Net Realisable Value	6275	
–	Tours Expenditure Paid in Advance	131	
10498			24528
	DEFERRED ASSETS		
–	Loan to Geelong Steam Preservation Society		361
	INVESTMENTS		
5000	Commonwealth Special Bonds at Cost	3000	
	Reserve Fund for Museum Roofing held in Commonwealth Special Bonds at Cost (See Note)	2000	5000
	FIXED ASSETS		
1634	Library, Furniture and Equipment – at Council Valuation 17th July, 1967.	1609	
629	Library, Furniture and Equipment – at Cost	845	
2263		2454	
424	Less Accumulated Depreciation	692	
1839			1762
	INTANGIBLE ASSET		
2180	Renovations to "Yarra" Car – at Cost	2180	
948	Less Accumulated Provision for Amortisation	1220	
1232			960
$18569			$32611
	CURRENT LIABILITIES		
1	Membership Subscriptions in Advance	1125	
4	"Bulletin" Subscriptions in Advance	1400	
4	"Divisional Diary" Subscriptions in Advance	1276	
807	Trade Creditors	2317	
648	Other Creditors and Provisions	1976	
–	Tour Receipts in Advance	1979	
1464			10073
	SOCIETY FUNDS		
11332	Accumulated Fund (Statement Attached)	15373	
5523	Preservation Fund (Statement Attached)	2816	
–	Museum Roofing Reserve Fund (Statement Attached)	4095	
250	Carriage Restoration Fund (Statement Attached)	254	
17105			22538
$18569			$32611

NOTE: Commonwealth Special Bonds Purchased 3rd June 1970 for $2000.
Reserve Fund for Museum Roofing now amounts to $4000.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

SUPPLEMENTARY STATEMENTS

Accumulated Funds

1969		$	$
$			
12188	Balance at 30th April, 1969		11332
(2006)	**Less** Deficit as per income and expenditure accounts	(19)	
1150	**Plus** Surplus as tours income and expenditure statement	4060	
(856)	Surplus (Deficit) for year		4041
$11332	Balance at 30th April, 1970		$15373

Preservation Fund

4514	Balance at 30th April, 1969	5523	
1009	**Add** Surplus as per Museum income and expenditure statement	1293	6816
—	**Less** Transfer Museum Roofing Reserve Fund		4000
$5523	Balance at 30th April, 1970		$2816

Museum Roofing Reserve Fund

—	Transfer from Preservation Fund	4000
—	Interest on Commonwealth Special Bonds	95
—	Balance at 30th April, 1970	$4095

Carriage Restoration Fund

120	Balance at 30th April, 1960	250
291	**Add** Income for the period	92
411		342
161	**Less** Restoration Expenses	88
$250	Balance at 30th April, 1970.	$254

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Income and Expenditure Statement
For the Year ended 30th April, 1970.

1969 $		$	$	$
	INCOME			
2519	Surplus on sale of records and publications (See Note 1)			1573
(201)	Surplus on sale of Divisional Diaries (See Note 2)			107
1014	Membership Subscriptions			1716
2282	"Bulletin" Subscriptions	2227		
—	"Bulletin" Sales	55	2282	
(2188)	**Less** Cost of Bulletins		2101	181
62	Joining Fees			50
248	Bank Interest			415
229	Interest on Commonwealth Special Bonds			143
3	Donations			20
—	Proceeds from Auction Night			139
3968	Total Income			4344
	Direct Service to Members			
289	Meeting Room Rent	206		
(31)	**Less** Door Fees	41	165	
17	Library		18	
18	Depreciation of Library Books		18	
17	Slide Competition		18	
18	Depreciation of Slide Projector		18	
138	Annual Film Night		53	
466			290	
	ADMINISTRATIVE			
1272	Postage and Telephone		959	
300	Distribution and Mailing		300	
452	Printing and Duplicating		253	
1034	Stationery		1142	
177	Insurance		131	
120	Audit Fee		120	
500	Accounting Fee		500	
—	Federal Secretary Expenses		37	
54	Depreciation of Furniture and Equipment		71	
165	Other Expenses		122	
4074			3635	

Income and Expenditure Statement (Continued)

	GROUP EXPENSES			
61	Film Group	5		
39	Depreciation of Equipment	40		
100		45		
(72)	**Less** Proceeds of Film Screenings	—	45	
64	Research Group	11		
23	Archives	59	70	
105	Recording Group	27		
121	Depreciation of Equipment	121	148	
1238	Museum — Transportation of A. S. G. Locomotive	—		
418	Trackwork Construction A. S. G. Locomotive	—		
(639)	**Less** Donations		(2)	
	OTHER EXPENSES			
76	50th Anniversary Electrification display costs		—	
—	Paintings donated to Commonwealth Railways		177	
1434			438	
5974	**TOTAL EXPENDITURE**			4363
$2006	Deficit for the period transferred to Accumulated Fund			$19

Notes to and forming part of the accounts

1969	**INCOME AND EXPENDITURE STATEMENT**	$	$	$
	1. Surplus on Sale of Records and Publications			
$				
8466	Revenue from sales			6551
	Less Cost of goods sold			
2473	Opening Stock		3904	
—	Adjustment to opening stock — understated		62	
7378	Purchases		5770	
9851			9736	
3904	**Less** Closing stock	4900		
	Stock of Society ties written down	204	4696	
5947	Cost of sales			5040
2519	Gross Profit			1511
	Add Adjustment to previous year's Surplus due to understatement of stock			62
$2519	Surplus			1573
	2. "Divisional Diary"			
1730	Subscriptions			1793
—	Sales			418
1730	Total Revenue			2211
	Less Cost of "Diaries" sold			
—	Opening stock		4	
—	Adjustment to opening stock — understated		163	
1896	Cost of publication		2409	
39	Other expenses		12	
1935			2588	
4	**Less** closing stock		321	
1931	Cost of sales			2267
201				56
—	Less adjustment of previous year's deficit — due to understatement of stock			163
$201 (Deficit)	Net Surplus			$107

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Tours Income and Expenditure Statement
For the Year Ended 30th April, 1970.

Tours	Net Revenue	Transportation	Refreshments	Printing, Postage Steam tax & Other	Surplus (Deficit)
Suburban	289	271	—	42	(24)
Echuca	2330	1413	248	265	404
Avid Rail Fans	489	135	—	68	286
Tumbarumba	5522	3585	544	126	1267
Mansfield	2147	1758	554	192	(357)
Belgrave Film Night	186	152	—	4	30
Nyora Mixed	559	386	—	120	53
Snowy	1651	1434	—	55	162
Tasmanian	15337	11665	1485	239	1948
Shelley	1755	1235	385	84	51
Rutherglen	771	632	60	68	11
Barry Beach	2028	1247	132	160	489
	33064	23913	3408	1423	4320

General Revenue Tours				
	Share Surplus Woodend Trip		172	
	Share Surplus Rokewood Tour		4	
	Donations		3	
			179	
Less	General Expenses		237	
			(58)	
Amortisation of Yarra Car		272		
Less	Charges for use of Yarra Car	70	(202)	(260)
Surplus for the Year Transferred to Accumulated Fund				$4060

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Museum Income and Expenditure Statement
For Year Ended 30th April, 1970.

1969 $			$	$	$
	INCOME				
3496	Gate Donations and Booklet Sales			3956	
(1086)	**Less** Cost of Booklets etc. sold			639	3317
50	Donations				10
2785	Revenue from Film Sales			2399	
(2265)	**Less** Cost of Film Sold			1940	459
50	Bank Interest				74
3030					3860
	EXPENDITURE				
	Current Operations				
177	Night Patrol		164		
48	Electricity		30		
29	Rates and Rent		29		
59	Administration		32		
61	Insurance		40		
98	Ticket Printing/Advertising		125		
152	Paint		435		
240	Other Materials	$302			
(18)	**Less** Insurance Claims	49	253		
39	Other Expenses		62		
885				1170	
	Major Works				
1014	Trackwork (Broad Gauge)		–		
–	Transport of Signal Box		950		
–	Steps for Signal Box		83		
–	Transport of Compressor		270		
101	Signs		94		
1115				1397	
83	Museum Tour		–		
62	Less Proceeds Museum Tour		–	–	
21					
2021	Total Expenditure				2567
$1009	Surplus for the Year Transferred to Preservation Fund				$1293

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Statement by Councillors

We, Donald George Potts and Allan Alexander Cohn, being two of the Councillors of the Australian Railway Historical Society, Victorian Division, do hereby state that in the opinion of the Councillors, the accompanying Statements of Income and Expenditure are drawn up so as to give a true and fair view of the results of the activities of the Society for the year ended 30th April, 1970, and that the accompanying Balance Sheet is drawn up so as to exhibit a true and fair view of the state of the affairs of the Society at 30th April, 1970.

Signed on behalf of the Council at Melbourne this tenth day of July, 1970.

D. Potts

A. A. Cohn

Declaration by Secretary

I, Robert Kingsley Whitehead, Secretary of the Australian Railway Historical Society, Victorian Division, do solemnly declare that the accompanying Balance Sheet and Statements of Income and Expenditure of the Society are to the best of my knowledge and belief correct.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at Melbourne in the State of Victoria)
this tenth day of July, 1970, before me) R.K. Whitehead

A Justice of the Peace L. E. Burnell

Auditors' Report to the Members of the Australian Railway Historical Society (Victorian Division)

In our opinion –

(a) The accompanying Balance Sheet and Income and Expenditure Accounts are properly drawn up in accordance with the provisions of the Companies Act 1961 and so as to give a true and fair view of the state of the affairs of the Society at 30th April, 1970, and the results for the period ended on that date, and

(b) the accounting and other records, (including registers) of the Society examined by us are properly kept in accordance with the provisions of the Companies Act 1961.

Melbourne – 10th July, 1970 – C. W. Stirling & Company, Chartered Accountants.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Sources and Disposition of Funds

Sources of Funds

		$	$	$
1.	From Society Activities			
	Surplus from Tours for the Year		4060	
	Surplus from Museum for the Year		1293	
	Interest Museum Roofing Fund		95	
	Surplus from Carriage Restoration for the Year		4	
			5452	
	Less Deficit from General Activities for the Year		19	5433
2.	Charges on Accounts not requiring cash outlays Depreciation on —			
	Furniture and Equipment		250	
	Library		18	
	Amortisation of Yarra Car		272	540
3.	Proceeds Sale of Equipment			25
4.	Changes in Current Assets			
	Decreases in Current Assets			
	Trade Debtors		123	
	Increases in Current Liabilities			
	Membership Subscriptions in Advance	1124		
	"Bulletin" Subscriptions in Advance	1396		
	"Divisional Diary" Subscriptions in advance	1272		
	Trade Creditors	1510		
	Other Creditors and Provisions	1328		
	Tour Receipts in Advance	1979		
				$14730

Disposition of Funds

1.	Changes in Current Items		
	Increases in Current Assets		
	Cash at Bank	11359	
	Other Debtors & Prepayments	1813	
	Stock on Hand	850	
	Tours Expenditure Paid in Advance	131	14153
2.	Loan to Geelong Steam Preservation Society		361
3.	Purchase of Plant and Equipment		216
			$14730

TOURS 1969–70

DATE	DESTINATION	ORGANISER	PASSENGERS
May 24th, 1969	Suburban Electric	M. Schrader	
	Anniversary	D. McLean	206
June 16th, 1969	Echuca–Moama	R. Whitehead	583
July 12th, 1969	Subn. Industrial Sdgs.	D. Alexander	196
August 30th, 1969	Colac–Linton	(Combined with A.R.E.)	158
September 19/21, 1969	Albury Tumbarumba	R. Whitehead	130
	Tocumwal	M. Schrader	
November 15th, 1969	Mansfield–Alexandra	R. Whitehead	230
December 9th, 1969	Belgrave (Film Night)	D. Alexander	285
December 13th, 1969	Nyora (Mixed)	M. Schrader	200
January 1/4, 1970	Cudgewa and Snowy Mts.	D. Porritt	44
February 28th, 1970	Shelley	R. Watson	129
March 7th, 1970	Wahgunyah	R. Gilbert	84
March 26/31st, 1970	Tasmania	P. Graham	199
April 11th, 1970	Barry Beach	D. McLean	237

Total 13 tours **4151 miles** **2681 passengers**

Previous year 15 tours, 3228¾ miles, 4032 passengers.

The Society has now organised a total of 142 tours and travelled a total of 57506¾ miles.

Yarra car was used on 6 Society tours. Locomotive D3 639 was used on 3 tours.

Carriage Preservation Committee

During its third year of existence meetings of the Carriage Preservation Committee were held, under the Chairmanship of Kevin Clark in "Yarra", "Norman", No. 45 ABL, 101 BPL, 102 BPL, 14 ABL (3'.6" gauge, Hobart), 11 AE, 17 AE, 37 AE and 37 BE. Further consideration and investigation has been given to retention and restoration of desirable passenger rolling stock. The Restoration Program is, unfortunately, behind schedule. Practically the whole restoration work is carried out by the three lone committee members who also have numerous other Divisional duties. Consequently, no spectacular progress has been made over the last 12 months. However, exciting events are anticipated during the forthcoming year.

"AE" Conversion

The provision of a general and film sales department and refreshments on special trains has proved a welcome and popular service to tour patrons. These activities are frequently conducted under cramped and awkward conditions for the voluntary helpers which tends to create congestion for passengers. Consideration has been given to providing more suitable accommodation and amenities for these activities. A plan to convert a suitable carriage from among those recently withdrawn from regular service is being investigated. This plan envisages provision of a kitchen and Kiosk section with facilities for sales as well as food preparation and serving, in addition to providing some passenger accommodation.

If this plan is adopted, it is expected that some of the conversion work can be undertaken by Society volunteers.

No. 45 ABL

Just over 2000 voluntary man-hours have been expended on this project which involved the complete restoration to service of this composite, first and second class, country branch line carriage built in 1901. Much work remains to be done on what should eventually rank as the Committee's most ambitious and rewarding achievement. No. 45 ABL was utilized recently to produce a television advertisement promoting a famous brand of shirts.

12 BT

It would appear that this 79 year old veteran "dog-box" is indispensible to the V.R.! Due for withdrawal nearly three years ago, 12 BT is still in regular daily service on the Princes Bridge group of lines and it was utilized on specials to move the Royal Tour crowds.

Yarra Car

This historic and popular parlor car has travelled 21779 miles on 60 tours since being restored by the Society in 1964. Yarra is to be withdrawn in July 1970 for a complete re-paint in preparation for its first trip on the Division's 25th. Anniversary Tour in September, 1970.

Yarra Car was used on a total of 8 tours, 3129½ miles.

Vic. Div. A. R. H. S.	—	6 tours
Combined A. R. E. — A. R. H. S.	—	1 tour
A. R. E.	—	1 tour
TOTAL		8

Fund Raising

Two special efforts during the year netted $92.00 bringing the total amount raised to $639.14. Members support for these activities will be appreciated when fund raising efforts are stepped up next year.

Research and Archives

At a meeting of interested members, called early in 1969, the future of the Research Group regular meetings was discussed. It was decided that due to the small attendances at these meetings they would be discontinued. Their place would be taken by activities designed to provide greater interest for members, such as working parties with Archives material, field days etc.

A number of members knowledgeable in certain fields of railway history assured the meeting they would do all they could to assist by dealing with requests for historical information. Quite a number of enquiries and requests for information have been dealt with by this group of members.

Two quite successful work parties were arranged at the home of the Hon. Divisional Secretary to carry out sorting and cataloging of items of the Les Poole collection. Further activities of this nature were curtailed due to a period of uncertain availability of the Hon. Secretary.

A successful field day was held to inspect the route of the former Strzelecki railway. This was attended by a car calvalcade of over 30 people. Further activities of this nature are planned.

Information was supplied by the Society in connection with the classification work by the National Trust, resulting in Lal Lal, Little River and Chiltern station structure or buildings being classified as worthy of preservation in one grade or another.

The main archives collection continued to be cared for by Society Archivist Ian Barkla, the collection being expanded by receipt of a number of gifts and aquisitions.

The collection of black and white photos were in the care of member Ray Bruce, who together with helper has classified and catalogued with cross index the collection of over 1100 photos, no mean task, which has progressed steadily over a period of about two years.

It is obviously very desirable that a Research Secretary should be appointed whose task would be the organisation and co-ordination of our Research activities.

Publications Committee

This committee was formed during the year to formulate plans and co-ordinate publication activities, encourage the preparation of material for publication, and arrange production of printed works.

The committee has held discussions on several occasions, and a number of proposals and plans for future publications have been considered. Preparatory work has commenced on a number of schemes.

Successful negotiations were concluded for distribution by the Society of a new book, "The Great Southern Railway", written by Dr. K. Bowden. Prepublication orders have reached a very satisfactory level. This book is expected to become available for distribution and sale early in the new financial year.

Divisional Diary

The problem of Editorship of the Divisional Diary was again of some concern when Mr. Gary Jones found it necessary to relinquish this position at the end of 1969. A Council Sub Committee was set up to examine ways and means, and undertake production of the final four months of the financial year, pending the appointment of a new Editor.

Mr. John Dawes has kindly volunteered to undertake the task of Editor for the ensuing year. It is desired to place on record the Society's appreciation of the efforts of Gary Jones during his term as Editor.

Further efforts were made to establish and consolidate a team of volunteer specialists to report on various features of railway activities and to assist with specific tasks relating to the production of D. D. These efforts have met with some success, but further expansion in this direction is desirable.

It is gratifying to note a further increase in subscribers from 692 to 716 at the close of the financial year. This number was augmented by distribution of D. D. to city retail outlets for general sale resulting in additional sales of more than 100 copies per issue.

These additional sales have assisted considerably to meet the deficit on production costs.

It is felt that there is a need for publication of a greater proportion of current news items. Steps are being taken to obtain more and accurate information of current railway happenings.

Film Group

General

Thanks to continuing interest and support, the Film Group has been able to enter the new decade in a more active capacity with increased numbers of screenings and progress with the Archives. Support from members is always welcomed.

Screenings

The "new look" Annual Film Night (in December 1969) at the Cameo Theatre, Belgrave and a popular programme ushered in 1970 on a bright note. The programme comprised the British comedy "The Great St. Trinian's Train Robbery", supported by the award winning Australian short, "Shades of Puffing Billy" and several "exclusive" Archive items including a film on a 'C' Class being prepared for the road and a complete 35 m. m. screening of the famous "Spirit of Progress".

One other monthly screening has been held during the first half of 1970 (in February) with programming based on a broad, general interest selection of railway films from members and commercial sources. Further screening plans are currently being considered.

Archives

Action in conjunction with Council has been aimed at consolidating and making more satisfactory use of films held in the 35 m. m. archive collection. This still requires much additional research work to make the films more accessible for study and screening. Generous offers of assistance have been accepted from members in the film trade to copy and preserve the more valuable and irreplaceable titles in the collection before deterioration of the film stock sets in.

The 16 m. m. collection has acquired several new short television type items on general railway matters. The complete 16 m. m. Archive Catalogue is currently being printed in order to make it more readily available to interested members.

704 Project

Sales of the official commemorative "last run of R704" film have been outstandingly popular and the Film Group is pleased to record its satisfaction with the ready response received from members in purchasing copies.

Monthly Colour Slide Competition Sub-Committee

During the year under review, the winner of the aggregate for the calendar year 1969 was determined, Mr. C. H. Henshaw 24 points, winning the honor by one point from Mr. E. Payne. The two competitors had equal points after the October competition and the final result depended on the placings gained in the last month.

29 members entered slides over the year but only 9 of these participated on 6 or more occasions.

16 entered the competition for February '69, but the monthly entries had dwindled to 5 and 6 in October and November. Was this because it was then evident that the aggregate would be won by one of two people? Surely it would be a source of satisfaction to win the monthly honor even if the aggregate was beyond reach?

For the first six months of 1970, in a new aggregate competition, the average monthly entry has only been five. Twenty one who entered last year, have not so far this year.

What are the reasons? Unsatisfactory subjects, dissatisfaction with the judging, fear of damage to or loss of slides, lack of interest in the competitive angle, unable to spare the time to select slides? Any of these could be contributing causes to the drop in entries, but as a regular entrant the writer knows just how much time is involved in the last mentioned reason, especially if thousands of slides are not covered by a comprehensive filing system.

Considering the number of members who take slides it hardly seems worth while to continue a competition which has less than a dozen actively supporting it.

In conclusion, our thanks are due to the judge, Mr. Peter Dunbar whose task is a thankless one. He certainly cannot be expected to please all the people all the time.

C. H. Henshaw,
Convenor, Slide Sub-Committee

Sales Department

General

While the only new items produced by this Division during the year were the prints of the two train paintings, and the record "Sayonara Mikado", a vast amount of literature produced by other Divisions and outside sources of supply has been handled by the Sales Department bringing a total revenue of $5881 from mail order sales etc. In addition, there were considerable sales to members at the monthly meetings.

Sales on our tours have continued, and these have helped to stimulate interest in the Society, particularly among non members.

Late in October a revised Sales List was mailed, and in the following two months orders to the value of $1710 were received.

The color prints of the two train paintings which were presented to the Commonwealth Railway Department to commemorate the opening of the through service between Sydney and Perth, became available late in March and met an Australia wide demand, both for framed and un-framed copies.

The Society's second book project, "The Portland Railway" continues to sell steadily.

Records

Production of a record when all the work except the actual processing is carried out on a voluntary basis, is a rather protracted business. One year ago it was reported that the first record of sounds of Queensland engines was expected to be available later in the year. Unfortunately many factors have prevented release during the year under review. However, "Steam in the Sunshine State", a 12 inch disc is expected to be on sale in the near future.

In the meantime one new 7 inch record, "Sayonara Mikado", has been produced in conjunction with the South Australian Division of the Society. This disc is devoted to the sounds of the South Australian Railways 700 class locomotives.

This is the second 7 inch disc to be produced, but despite a substantial bulk order to the South Australian Division, the small discs do not appear to have sustained demand enjoyed by the 12 inch records.

New 10 inch size records are no longer being generally pressed by the record companies, however the Society discs in this size, "Narrow Gauge in South Australia" and "Westward Ho", can still be obtained in bulk on a long term order basis.

The South Australian Division record "Broad Gauge Beat" is again being sold, but with an A. W. A. custom jacket instead of the original design of jacket.

Work has progressed on a proposed record of New South Wales locomotives, on which it is planned that tracks of the first Society record, "Hill Talk" will be incorporated.

Planning has also progressed for a second record from Queensland, to be a companion production to the first record from this State, while some preliminary planning has been undertaken for production of additional records featuring Victorian and West Australian Locomotive sounds.

Sales of the records during the year are as follows :—

Steam on the Five Foot Three	65
Night Shift	97
Souvenirs in Steam	51
Narrow Gauge in South Australia	74
Westward Ho	71
Broad Gauge Beat	6
Steam in the West	30
Sayonara Mikado	305
Total	699

Library

Quite a number of members continued to make use of the library during the year. A number of magazines were added to the library, and a small number of books were donated.

Syllabus Items

Syllabus Items 1969—70

		Guest Speakers
May 1969	The New Hump Yard and Melbourne Yard Re arrangements	Mr. A. C. Brown
June 1969	Slides of tours for the past 12 months.	Mr. C. Henshaw
July 1969	End of V.R. Steam and other films.	Film Group
August 1969	British Railway Locomotive Practice	Mr. O. S.Nock
September 1969	Station Layouts in Victoria	Mr. Peter Barry
October 1969	Auction Night	—
November 1969	Collecting Timetables	Mr. J. McLean
December 1969	Annual Film Night (Belgrave)	Film Group
January 1970	Railways of France, colour slides	Mr. M. Dahlstrom
February 1970	Film Program	Film Group
March 1970	North Australia Railway	Mr. J. Y. Harvey
April 1970	Broken Hill to Port Pirie, from Steam to Standard Gauge. Slides	Mr. M. Schrader

Presidential Roll

1945 – 1949	* J. C. M. ROLLAND	1960 – 1961	A. C. HILL
1949 – 1950	M. H. W. CLARK	1961 – 1962	M. C. G. SCHRADER
1950 – 1952	J. D. McLEAN	1962 – 1963	I. S. SLOGGETT
1952 – 1953	J. L. BUCKLAND	1963 – 1964	C. L. CRAIG
1953 – 1954	T. W. McCAW	1964 – 1966	C. EINSIEDEL
1954 – 1955	R. B. McMILLAN	1966 – 1968	E. QUINLAN
1955 – 1956	G. BAKEWELL	1968 – 1970	D. G. POTTS
1956 – 1957	C. D. GAVAN-DUFFY		
1957 – 1958	R. T. SLOGGETT		
1958 – 1959	C. L. CRAIG		
1959 – 1960	M. C. G. SCHRADER		

***Note:** Foundation President of the Victorian Division.

Total Membership of the Society throughout Australia as at 31.12.69 – 2170.

1470/70/850

R. K. Whitehead
Hon. Secretary

Notes

KEMERA PRESS - 56 7968

Australian Railway Historical Society
(VICTORIAN DIVISION)

Annual Report and Finanancial Statement for the Year Ending 30th April 1969

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AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Office Bearers 1968-69

Box 5177 AA, G.P.O.,
Melbourne, Vic. 3001.

President: Mr. D.G. Potts
Vice Presidents: J.Brough, W.Rapley.
Immediate Past President: E.Quinlan.
Secretary: R.K. Whitehead
Treasurer: R.Alexander.
Council Members: D.Alexander, E.Hogan, G.Dye, A.Maggs, D.Room, M.Schrader.

Geelong Sub-Division:
President/Treasurer: B.Plush
Secretary: D.Hardy

Tasmanian Sub-Division:
President: R.Proctor
Secretary/Treasurer: T.Ryan

Museum Committee
Chairman: E.Quinlan
Secretary: G.Dye
Treasurer: L.Davies
Projects Officer: A.Hill
Works Supervisor: W.Pearce
Assistant Works Supervisor: G.Brown

Tours Committee
Tours Officer: R.Whitehead
Tours Secretary: D.McLean
Members: M.Schrader, D.Potts

Slide Competition Committee
Chairman: C.Henshaw
Projectionist: M.Lawrence
Member: E.Wells
Council Representative: D.Room

Divisional Diary
Editor: G.Jones
Photo Editor: R.Jude
Assistant Editor, I.Sutherland

Sales Department
C.Einsiedel, D.Baker

Librarian
G.Dye, (Part year)
A.Maggs

Mailing Officer
I.R. Barkla

Research Group
Chairman: R.T.Sloggett
Secretary: J.Y.Harvey
Archivist: I.R.Barkla
Photo Archivist: R.Bruce

Film Group
Chairman/Projectionist: R.Seccombe
Archivist: J.Mathews
Observer: D.Kidd
Council Representative: D.Alexander

Syllabus Items Committee
M.Schrader
W.Rapley
R.Whitehead

Recordings
C.Craig
M.Schrader

Membership Officer
C.Einsiedel

Carriage Preservation Group
T.Clark
K.Clark
D.Potts

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Presidential Report

During my first term as President, I have been pleased to share with members in the further consolidation of the Division's activities. This of course, has only been possible through the continued careful planning of Council and the various sub-committees and officers who have contributed in no small measure towards another successful year. To these enthusiastic and hard working people, I offer my sincere appreciation and commend them for their dedication to a hobby which in turn benefits the Society as a whole. Details of the progress and magnitude of the work accomplished is outlined in the following reports and illustrates that the Victorian Division is indeed, big business.

The Society lost a valued and highly esteemed member with the passing of Mr. Leslie Gordon Poole on March 16, 1969. An acknowledged historian in the truest sense, Mr. Poole was the Division's second Life Member.

The Division is settling down in its new form as an incorporated body and a streamlining of procedures is currently underway to reduce the burden of unnecessary work on voluntary officers. The keeping of our financial records has long been the cause for concern to my predecessors. The mammoth task, as evidenced by the accompanying Financial Report, has grown beyond the capacity to expect from an honorary treasurer. Council's decision to appoint a paid bookkeeper to relieve the work-load on the treasurer has already produced beneficial results and enabled the Division to more readily comply with the requirements of the Companies Act.

The Tasmanian and Geelong Sub-Divisions have maintained their important functions in providing further decentralised services of the Australian Railway Historical Society. The isolation of our Tasmanian friends, does to an extent, thwart a closer relationship which we Victorians would want to foster. The acquistion of two steam locomotives by the Geelong Sub-Division and the feasibility as to whether or not these should become static or live-steam exhibits area significant matters which highlight responsibilities that may quite unexpectedly concern the Division. Close contact has been retained with other Divisions of the Society through the Federal Liason Officer, Mr. John Knowles. The Australian Railway Historical Society now comprises registered companies in most states and interstate member-visitors are always welcome to attend Victorian Division meetings and activities.

Two very important projects are at present being given consideration by Council. Accommodation for the growing accumulation of valuable relics and archive materials now stored in private homes has reached a critical stage. The close proximity of Railway Museum to the sea makes it imperative that unprotected exhibits be roofed if they are to be saved from eventual total deterioration. Accordingly, investigations have been stepped up to evaluate the possibilities of obtaining a suitable location for a Divisional Headquarters and roofing the Museum. The full co-operation and assistance of members will be necessary to ensure that these obviously urgent projects do in fact, become realities in the not too distant future.

Our relationship with the Victorian Railways has continued on a high standing. Evidence

of this was demonstrated when the Division was invited to act as co-ordinator for other enthusiast groups in sponsoring displays during the Railway Exhibition at Spencer Street Station [illegible] October. We also acted as joint hosts to the visiting party of Americans who sampled Victorian railways in November. A friendly association is maintained between the Division and kindred organizations.

I originally entered the Society with the opinion that "One man - one job" was my motto. Experience has taught me, that if this principle was adhered to, numerous things would be left undone. It is unfortunate that a great deal more members do not take a more active interest in their Society. Regrettably, you see the same faces endeavouring to handle administration of different departments. Many of us would prefer to concentrate our energies into doing a better job in one particular sphere of the Division's activities. If the service or progress of some of these is not as spectacular as you would like it, the solution is in your hands. The Society can only be as strong as its membership.

The thanks of the Society are extended to the Railway Commissioners and the many Railway Officers and Staff who have attended to our requests and rendered help during the year.

Thanks are also due to the many Councillors and Members who have assisted in many ways within the Society.

In conclusion, may I again offer the thought:- "Ask not, what can the Society do for me ... but what can I, as a member, do for the Society"! May the Victorian Division continue to prosper during its forthcoming 25th. year.

Donald G. Potts
President.

Secretarial Report

It is gratifying to report that membership of the Society continued to increase, during the year under review, 113 applications were accepted, which, after resignations, non-renewals and transfers to other divisions brought membership figures up from 661 to 712.

The grateful thanks of the Society are extended to Mr.Claude Einsiedel who has continued to undertake the task of Society Membership Officer.

In order to offset costs of accommodation for meetings, a door fee was introduced during the year for non members attending the monthly entertainment meetings.

A number of matters arising from the Incorporation of the Society were attended to during the year, including the task of bringing up to date the Register of Members, and steps were taken to streamline the task of recording Membership details.

The Society Duplicating Machine, which was in the care of Mrs.Buckland was transferred to the care of Des Jowett, when Mrs.Buckland found she could no longer cope with the increased volume of duplicating required. The thanks of the Society are extended to both Mrs. Buckland and Des Jowett for their help with this work.

A total of 34 slides, from only 4 entrants, were received for the 1968 Gavin Duffy Slide Competition, from Victorian members. This competition was won by an Entry from West Australia.

The C.C. Singleton Competition for Black and White photo's attracted entries from entrants in Victoria, the winning entry being from South Australia.

Close contact has been maintained during the year with other kindred bodies, and the Royal Historical Society of Victoria.

Sub-Division Reports

TASMANIA

Meetings of the Sub-Division continues to be held regularly each month, the venue alternating between Launceston and Devonport. The average attendance at meetings was 9, while one meeting in Launceston attracted 15.

An interesting program of Syllabus Items was arranged for meetings during the year, Items included color slides or movies on a variety of subjects, while Mr. R.A. Little gave an interesting talk at the August meeting on the South African Railways.

With the addition of 7 new members to the Society, membership of the Tasmanian Sub-Division increased to 31.

A steam excursion was run in October from Devonport to Deloraine and Mole Creek using locomotive H2, this being the first visit of an H class locomotive on the Mole Creek branch. A total of 130 passengers enjoyed a very pleasant outing. Unfortunately the trip was run at a financial loss. The Sub-Divisions thanks are extended to the Organiser, and to the ladies who helped with refreshments on the train and at Mole Creek.

Thought is being given to running future special train tours under guarantee conditions instead of under charter conditions.

During the year the Sub-Division made a donation to the Tasmanian Transport Museum Society Inc, towards their fund for the preservation of a "Q" and a "C" class locomotives.

Circulation of the Sub-Division's monthly magazine "Tasmanian Rail News" remained at just over 60 subscribers. Unfortunatly Mr. Bruce Palmer found it necessary to resign from the position of Editor during February. The Sub-Division extends its thanks to Bruce for his efforts in this field, particularly for his most interesting article on the North East line. The position of Editor has now been filled by the appointment of Mr. Tony Ryan, and members are urged to continue their support with articles, news items etc. Our thanks also to the Australian Light Railway Research Society who supplied several stencils for front pages of Tasmanian Rail News.

At the close of the financial year a favourable credit balance of $148.50 was recorded despite the financial loss incurred on the Mole Creek tour.

We extend our thanks to the Tasmanian Steam Power Society, Rev. C.B. Thomas, and the St.Vincent de Paul Society for the use of meeting rooms during the year.

Finally, I wish to thank all office bearers of the Sub-Division, and the Victorian Division Secretary, Mr.Bob Whitehead for his help and co-operation during the year.

GEELONG SUB-DIVISION

Membership of the Division increased from 25 to over 30, and interest in Society activities continues to show signs of increasing. Average attendance at monthly meetings, held at members homes, is 12. Geelong members participated in many Society tours, including Orbost, Autumn Overlander, Queenscliff Vintage Train and Timboon. The Timboon tour was worthy of mention in that Geelong members were active with arrangements for the local train from Geelong. This train was very well patronised, Sub-Division funds benefiting by its share of profits amounting to $150.00. This tour has stimulated interest for possible steam tours for Geelong residents in the future.

Geelong members have continued to supply information from the district for Divisional Diary.

The Geelong Sub-Division's preservation project at Belmont Common forged ahead with the receipt major items of interest, including Vulcan locomotive, Number 4, and Hudswell Clarke locomotive, number 6, from Australian Portland Cement Co. Further steps are being taken to suitably house these and other exhibits.

A great deal of activity has resulted with the receipt of the locomotives in restoring them, culminating in number 6 being steamed on February 15th, 1969. The Belmont Common activities have attracted a great deal of local interest.

Although small in numbers, Geelong Sub-Division members enthusiastically look forward to another eventful year.

Railway Museum Annual Report 1968/69

The year just closed has brought to completion several major plans and activities which have been under way or in mind for some time.

Following the relaying of the track nearest the street, which was completed at the end of last year, a somersault signal interlocked with the set of points was installed and the locomotives re-arranged on the two outermost tracks.

Three locomotives were received: K165, J556 (in place of J559 which was damaged and therefore unsuitable for display) and the Australian Standard Garratt donated by the Australian Portland Cement Company Limited. Our thanks go to the Board of this Company for supplying the locomotive together with a spare boiler shell.

Installation of the ASG involved the laying of a separate length of 3'6" gauge track. The laying of the sleepers and rails was carried out by our members and ballasting, lining and levelling was done by the Victorian Railways staff. Considerable work was also done by our members at Fyansford preparing the locomotive for removal by road to Newport where it was re-assembled on the track by mobile cranes.

An appeal for funds was made to offset the cost of transport and installation of the ASG locomotive, and this resulted in $617.00 being received from 132 persons. This covered the cost of the track required and the surplus was transferred to general Society funds to offset the cost of transport of the locomotive which was borne by the Society.

Restoration of new exhibits and the maintenance of existing ones continued to be carried out by the usual band of workers together with a few who offered help on the ASG as a special project.

The Museum Committee for the year comprised Eric Quinlan, Geoff Dye, Lindsay Davies, Bill Pearce, Geoff Brown, Arthur Hill, Kevin Clark, Robert Carlisle (resigned November 1968), and Darren Room (from November, 1968 - April, 1969).

Publication of a revised Railway Museum Booklet was completed by a sub-committee consisting of Bill Pearce (Editor), Robert Carlisle (Photographic) and Arthur Hill (Production). The size was increased to 32 pages, with a colour cover, and the price is 40 cents. It was released in September, 1968, and to the end of April, 1969, 2,600 copies had been sold - 1,500 at the Museum and 1,100 to bookstores and other Societies.

There were over 24,900 visitors for the year, a figure closely comparable with the most recent years. A notable occasion during November was the visit to the Museum by a party of about 60 members of the Pacific Coast Chapter of the American Locomotive and Railway Historical Society.

The Film Sales service was continued. As well as being a service and saving to members, this also benefits Museum funds. Our thanks are due to the selling officers and to the various Tours Organisers of both the ARHS and the ARE for their help in this way.

The end of year "get-together" took the form of a rail motor trip to Frankston and a visit to the "Whistle Stop" railway. The afternoon was enjoyed by all who took part.

A Roofing Fund has been set aside in the accounts and active consideration is being given to methods of roofing portion of the area to protect the carriages and some of the locomotives. Partly to assist with this, it has been decided to increase admission charges from 1st May, 1969, - the first increase since the Museum was opened in 1962.

The Railway Commissioners and several members of their staff merit our warm thanks for their continued assistance. We are also very grateful to the Society members and friends who have helped in many ways through the year - without them the Museum would not be able to continue. Offers of help are always welcome. Our challenge for the new year is to add greater variety to the display, and we can progress only as fast as the number of helpers we have available.

G.E. DYE,
Secretary.

Tours

The Tours Committee met on a number of occasions throughout the year, to consider progress and plan future tours activity. A quite successful meeting of members was again held so that ideas and suggestions could be discussed, as a basis for future tours program planning.

An entirely unforseen problem which arose during the summer months was the imposition of a complete ban on the running of steam hauled tours for several weeks during the fire danger period. This caused a hasty re-arrangement of some of the tours program.

Close liason continues to be kept with Railway Departmental Officers, the Steam Preservation Co-Ordinating Committee, and other kindred bodies, in the running of tours.

With the almost complete withdrawal of steam locomotives from regular traffic, and the dismantling of coaling and watering facilities from many locations, tour organisers are faced with increased planning problems to ensure provision, in conjunction with the S.P.C.C, of coal and water for steam locomotive operations.

This same situation has also brought about a noticable increase of interest displayed in the running of steam hauled tours organised by this Society, and other kindred bodies. This increased attraction is evidenced by the greater numbers of interested spectators to be seen flocking to the lineside to watch our trains pass by, and by the number of local passengers who have joined our tours in country areas wherever it has been possible to make provision for them to do so.

Highlights of the tours organised during the period under review included our visit to the Lake Goldsmith Steam Traction Engine Rally at Beaufort, which was opened officially by Commonwealth Railways Commissioner, Mr. K.A. Smith.

The Graham, Windsor and Warragul tour, using a "dog box" type suburban electric train, although not heavily patronised, provided an outing with a difference, including much of historic interest.

Our visit to Fyansford enabled many members to view, for the last time in the one location, the locomotives of the now dismantled railway of the Australian Portland Cement Co, before they were disbersed to the various preservation projects.

The interest shown in the Dinner Tour was quite encouraging, it is hoped that this can be repeated in the future.

Younger members of the Society were responsible for the arrangements of the tour to Daylesford, which proved quite popular.

Our weekend tour to "The Wheatlands" created considerable interest and enabled members to visit two areas not otherwise accessable by regular passenger services.

When the closure date of the Heathcote Branch line was finally announced, plans for a last tour train to Heathcote were hurriedly enacted.

The opportunity to visit the famous Folk Museum at Swan Hill was enjoyed by a capacity load on our special steam hauled train to that locality. The otherwise most enjoyable outing was only marred by some problems on the day with the locomotives.

The tour to Kirrak served a dual purpose, the visit to the State Coal Mines just prior to their final closure, and the celebration, in a fitting manner, of the 65th Birthday in traffic, of locomotive D3-639. The celebrations included the cutting of a suitably decorated birthday cake.

The greatest mileage travelled in one day on a Society tour was achieved by the tour "To Orbost and Back in One Day". A most interesting and enjoyable tour making use of electric and diesel traction during the period when steam locomotives could not be made available due to the fire hazard.

The largest number of passengers ever to patronise a Society tour enjoyed a most successful outing to Timboon. Two trains were used, one of which, carrying passengers from

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Councillors' Report

Your Councillors submit their 2nd Annual Report and the audited accounts for the year ended 30th April, 1969, this being the first full 12 months accounting period following the incorporation of the Society on the 17th July, 1967.

The current year's results reflected a decrease in the Accumulated Fund of $856 resulting from a loss in general activities of the Society of $2,006 and a surplus from tours of $1,150.

The Preservation Fund was increased by $1,009, being a surplus from the operations of the Museum for the year after charging $1,115 for major works. In addition, transportation and track work for the A.S.G. Locomotive amounting to $1,656 was spent at the Museum. This was partly offset by donations of $639, and the balance of $1,017 by resolution of the Councillors was written off as a cost against the general activities of the Society.

The Carriage Restoration Fund was further increased by the proceeds of various fund-raising efforts during the year amounting to $291, less restoration expenses of $161.

In analysing a loss on general activities of $2,006 for the year, $1,017 of this amount is accounted for in the writing off of the balance of the A.S.G. Locomotive costs, and the balance represents an increase in administrative expenditure on the previous year. However, it must be remembered that the previous year's figures were for only 9½ months.

Even in view of this, it reflects a very large cost in the running of the Society, in particular the cost of postage and stationery. However, steps are now being taken to minimise these costs wherever possible.

To relieve the work of the Treasurer, the Council during the year appointed an accountant to maintain the books of the Society, and this added a further $500 to the administrative costs.

In the opinion of the Councillors the results of the operations of the Society for the year ended 30th April 1969, as shown by the Society's Income and Expenditure Statements, with the exception of the writing off of the balance of the A.S.G. Locomotive transportation and track work costs and other matters mentioned above, have not been materially effected by any other items of an abnormal character.

No circumstances have arisen which render adherence to the existing method of valuation of assets and liabilities of the Society misleading or inappropriate.

No contingent liabilities have been undertaken by the Society, and no contingent liabilities have become enforceable, or are likely to become enforceable within the next period of 12 months, which will materially effect the Society in its ability to meet its obligations as and when they fall due.

During the year ended 30th April, 1969, in accordance with the provisions of Clause IV of the Memorandum of Association of the Society, no dividends were paid, declared or recommended.

On behalf of the Council

Melbourne - Tenth day of June, 1969.

D.G. Potts - President.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Balance Sheet at 30th April, 1969.

1968			
$	CURRENT ASSETS	$	$
8966	Cash at Bank	3625	
575	Trade Debtors	1330	
456	Other Debtors and Prepayments	118	
3161	Stock on Hand - at Lower of cost or		
13158	Net Realisable Value	5425	10498
	INVESTMENTS		
5000	Commonwealth Special Bonds - at Cost		5000
	FIXED ASSETS		
1659	Library, Furniture and Equipment - at		
	Council Valuation 17th July, 1967.	1634	
230	Library, Furniture and Equipment - at Cost	629	
1889		2263	
174	Less Accumulated Depreciation	424	
1715			1839
	INTANGIBLE ASSET		
2180	Renovations to "Yarra" Car - at Cost	2180	
676	Less Accumulated Provision for Amortisation	948	
1504			1232
$21377			$18569
	CURRENT LIABILITIES		
383	Membership Subscriptions in Advance	1	
836	"Bulletin" Subscriptions in Advance	4	
677	"Divisional Diary" Subscriptions in Advance	4	
1691	Trade Creditors	807	
144	Other Creditors and Provisions	648	
824	Tour Receipts in Advance	-	
4555			1464
	SOCIETY FUNDS		
12188	Accumulated Funds (Statement Attached)	11332	
4514	Preservation Fund (Statement Attached)	5523	
120	Carriage Restoration Fund (Statement Attached)	250	
16822			17105
$21377			$18569

NOTE: Locomotives being gifts in kind to the Society have not been included in the Assets.

AUSTRALIAN RAILWAY HICTORICAL SOCIETY
(VICTORIAN DIVISION)

SUPPLEMENTARY STATEMENTS

Accumulated Fund

1968			
$		$	$
8372	Balance at 30th April, 1968		12188
526	Less Deficit as per income and expenditure		
(Surplus)	statement	2006	
3290	Less Surplus as per Tours Income and		
	expenditure statement	1150	
3816	Net Deficit for Year		(856)
$12188			$11332

Preservation Fund

4114	Balance at 30th April, 1968	4514
168	Add Surplus as per Museum income and expenditure statement	1009
232	Surplus on Eaglehawk Tour	-
400		
$ 4514	Balance at 30th April, 1969	$ 5523

Carriage Restoration Fund

90	Balance at 30th April, 1968	120
168	Add Income for the Period	291
258		411
138	Less Restoration Expenses	161
$ 120	Balance at 30th April, 1969	$ 250

NOTE: Previous Year figures not for complete 12 months (17-7-67 to 30-4-68)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Income and Expenditure Statement

For the Year ended 30th April, 1969.

1968 $		$	$	$
	INCOME			
2,892	Surplus on sale of records and Publications (See Note 1)			2,519
692	Membership Subscriptions			1,014
1,665	Bulletin Subscriptions		2,282	
(1,522)	LESS: Cost of Bulletins		2,188	94
54	Joining Fees			62
-	Bank Interest			248
244	Interest on Commonwealth Special Bonds			229
13	Donations			3
$4,038	Total Income			$4,169
	EXPENDITURE			
	Direct Services to Members			
238	Meeting Room Rent	289		
-	LESS: Door Fees	31	258	
20	Library		17	
13	Depreciation of Library Books		18	
14	Slide Competition		17	
14	Depreciation of Slide Projector		18	
157	Annual Film Night		138	
456			466	
	ADMINISTRATIVE			
417	Postage and Telephone		1,272	
322	Distribution and Mailing		300	
336	Printing and Duplicating		452	
745	Stationery		1,034	
115	Insurance		177	
120	Audit Fee		120	
-	Accounting Fee		500	
28	Depreciation of furniture and equipment		54	
54	Other Expenses		165	
$2,137			$4,074	

Income and Expenditure Statement (Continued)

$	GROUP EXPENSES	$	$	$
163	Film Group	61		
24	Depreciation of Equipment	39		
187		100		
(138)	Less Proceeds of Film Screenings	72	28	
35	Research Group	64		
229	Archives	23	87	
31	Recording Group	105		
95	Depreciation of Equipment	121	226	
331	Initial Restoration of Rail Carriage		-	
-	Museum - Transportation of A.S.G.Locomotive	1,238		
	Trackwork construction A.S.G.Locomotive	418		
		1,656		
	LESS: Donations	639	1,017	
	OTHER EXPENSES			
149	"Divisional Diary" Deficit (See Note 2)		201	
-	50th Anniversary Electrification Display Costs		76	
3,512	Total Expenditure			6,175
($526)	Deficit for the period transferred to Accumulated Fund			$2,006

NOTE: Previous Year figures not for complete 12 months. (17-7-67 to 30-4-68)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (VICTORIAN DIVISION)

Notes to and Forming Part of the Accounts

1968	INCOME AND EXPENDITURE STATEMENT			
	1. Surplus on Sale of Records and Publications			
5,988	Revenue from sales			8,466
	LESS Cost of goods sold			
	Opening Stock	2,323		
	Opening Stock "Bulletins"	44		
	Opening Stock "Divisional Diary"	106		
2,068		2,473		
3,351	Purchases	7,378	9,851	
(2,323)	LESS Closing Stock		3,904	5,947
$2,892				$2,519
	2. "Divisional Diary" Deficit.			
1,371	Cost of Publication			1,892
51	Other Expenses			39
1,422				1,931
1,273	LESS Subscriptions			1,730
$ 149	Deficit for the Year			$ 201

NOTE: Previous Year figures not for complete 12 months (17-7-67 to 30-4-68)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Tours Income and Expenditure Statement

For the Year Ended 30th April, 1969

Tour	Net Revenue	Transportation	Refreshments	Printing, Postage Steamtax & Other	Surplus (Deficit)
Beaufort	1862	1021	153	200	488
Warragul	578	450	NIL	112	16
Woodend	615	317	253	230	(185)
Fyrnsford	906	520	47	181	158
Daylesford	858	641	37	141	39
Patchewollock	3798	2807	556	304	131
Heathcote	1424	781	105	303	235
Swan Hill	4105	3009	416	384	296
Wonthaggi	1272	970	124	207	(29)
Orbost	2353	1597	580	94	82
Timboon	3814	2488	322	589	415
Ballarat	846	603	7	152	84
	22431	15204	2600	2897	1730

LESS:	Expenses on Tours for previous financial year					
	New Zealand:		50			
	Mildura Tour:		23		73	
LESS:	New Zealand Tour re-union expenses		383			
	Less Receipts		229		154	
LESS:	General Expenses		224			
	Less Donations mailing list	116				
	Donations General	5				
	Surplus on fares to South Australia	12	133	91		
	Amortisation of Yarra car		272			
	Less Charges for use of Yarra car		10	262	353	580
	Surplus for the year transferred to accumulated fund					$1150

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Museum Income and Expenditure Statement

For Year Ended 30th April, 1969.

1968					
$	INCOME		$	$	$
2829	Gate Donations and Booklet Sales			3496	
(642)	LESS Cost of Booklets Sold			1086	2410
-	Donations				50
2824	Revenue from Film Sold			2785	
(2458)	LESS Cost of Film Sold			2265	520
-	Bank Interest				50
$2553					$3030
	EXPENDITURE				
	Current Operations				
116	Night Patrol		177		
51	Electricity		48		
22	Rates and Rent		29		
50	Administration		59		
38	Insurance		61		
70	Ticket Printing		98		
128	Paint		152		
158	Other Materials	240			
-	LESS Insurance Claims	18	222		
51	Other Expenses		39	885	
	Major Works				
1598	Trackwork (Broad Gauge)		1014		
103	Signs		101	1115	
	Museum Tour		83		
	LESS Proceeds Museum Tour		62	21	
2385	Total Expenditure				2021
$ 168	Surplus for the Year Transferred to Preservation Fund				$1009

NOTE: Previous Year figures not for complete 12 months (17-7-67 to 30-4-68)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

Statement by Councillors

We, Donald George Potts and Ronald Alexander being two of the Councillors of the Australian Railway Historical Society, Victorian Division, do hereby state that in the opinion of the Councillors, the accompanying Statements of Income and Expenditure are drawn up so as to give a true and fair view of the results of the activities of the Society for the year ended 30th April, 1969, and that the accompanying Balance Sheet is drawn up so as to exhibit a true and fair view of the state of the affairs of the Society at 30th April, 1969.

Signed on behalf of the Council at Melbourne, this tenth day of June, 1969.

D. Potts
R. Alexander

Declaration by Secretary

I, Robert Kingsley Whitehead, Secretary of the Australian Railway Historical Society Victorian Division, do solemnly and sincerely declare that the accompanying Balance Sheet and Statements of Income and Expenditure of the Society are to the best of my knowledge and belief correct.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at Melbourne in the State of Victoria, this eleventh day of June, 1969, before me

A Justice of the Peace L.E. Burnell.

R.K. WHITEHEAD

Auditors' Report to the Members of the Australian Railway Historical Society (Victorian Division)

In our opinion

(a) The accompanying Balance Sheet and Income and Expenditure Accounts are properly drawn up in accordance with the provisions of the Companies Act 1961 and so as to give a true and fair view of the state of affairs of the Society at 30th April, 1969, and the results for the period ended on that date, and

(b) the accounting and other records (including registers) of the Society examined by us are properly kept in accordance with the provisions of the Companies Act 1961.

Melbourne - 12th June, 1969. C.W. Stirling & Co. - Chartered Accountants

Geelong, was designed to assist the finances of the Geelong Sub-Division.

In addition, the Society was pleased to act as co-hosts with the Association of Railway Enthusiasts in arrangements for the visit to Melbourne, of a party of railway enthusiasts from America. After riding in a suburban electric "Harris" train to visit the Newport Museum, a ride on Puffing Billy was followed by a most successful combined Dinner Tour.

Tours 1968-69

DATE	DESTINATION	ORGANISER	PASSENGERS
May 12th, 1968	Beaufort	D. Potts	266
June 16th, 1968	Graham-Windsor-Warragul	D. Potts	139
July 6th, 1968	Fyansford	D. Alexander	358
July 26th, 1968	Woodend (Dinner Tour)	R. Whitehead	93
August 31st, 1968	Daylesford	L. Adams	301
October 25/27th, 1968	Patchewollock	A. Hill	177
November 9th, 1968	Heathcote	W. Rapley	344
November 14th, 1968	Woodend (Combined with A.R.E.)		280
November 16th, 1968	Frankston	L. Davies	52 (Museum)
December 4th, 1968	Heathcote Junction	R. Sloggett	18 (Research)
December 14th, 1968	Kirrak	M. Schrader	305
February 13th, 1969	Orbost	L. Adams	396
March 14th, 1969	Timboon	M. Schrader	720
April 20th, 1969	Ballarat	R. Whitehead	195
Total 15 tours	$3228\frac{3}{4}$ miles		4032 passengers

Previous Year. 13 tours, $6837\frac{1}{4}$ miles, 2839 passengers.

The Society has now run a total of 129 tours, and travelled a total of $53355\frac{3}{4}$ miles. Yarra Car was used on a total of 8 Society tours. Locomotive D3 639 was used on 4 Society tours.

Research and Archives Group

Research. Requests for information from outside organisations were not as numerous as in previous years, there being only six requests, compared with 20 during the previous year. Meetings were held every month except during December and January, attendances being very small, but regular. The annual Rail Motor tour was again held in December, this time, to Heathcote Junction. It was well patronised by members and friends.

Archives. Material has been received into the Archives at a steady rate during the year providing much activity for the Archivists. Late in the year the Society received the collection of the late L.G. Poole, and this will prove a wonderful addition to our Archives.

Material from our Archives was used to mount the Societies display for the Railway Exhibition held during October.

General. Mention must be made in this report on the passing of Mr. Les Poole. Les was a dedicated railway enthusiast, an ardent collector and a competent historian who not only actively worked on his own projects, but was always willing to help others. His regular attendance at Research Group meetings will be greatly missed.

Meetings. Owing to the apparent lack of new research and writing that is forthcoming, the office bearers of the Group feel that the monthly meetings have not proved to be the best means of creating and maintaining interest in historical work. A recommendation is being considered that these meetings be curtailed, and be replaced with more regular work parties to assist the Archivist.
The lack of interest is disappointing, particularly as the Council has given every encouragement, for which we thank them.

Film Group

BI-MONTHLY SCREENINGS

Between June and December 1968 the Film Group held three bi-monthly screenings at Kelvin Hall:

June - "Railway Facilities"
August - "Railway Enthusiasts"
October - "Rails Across Australasia"

Audiences attending numbered 34, 204 and 123 respectively. Members' assistance to maintain a workable organisation to run the bi-monthly screenings was sought on several occasions during 1968 but to no avail. In January, 1969, the Group announced the cessation of screenings due to the lack of helpers. While the Group appreciates offers of help made since then, it must acknowledge the fact that activities cannot continue without full-time assistance from dedicated members.

The future of screenings is currently under consideration either as a part of monthly general meetings or as separate screenings based on the original format.

ANNUAL FILM NIGHT 1968

Once again, in December 1968 near capacity audiences on both nights at the Carlton Theatre were treated to a double feature show comprising THE MARX BROTHERS GO WEST and THE MERCENARIES, both supplied by Metro Goldwyn Mayer. In support was a historic 35mm short from the Film Group Archive titled RULES OF THE ROAD. The assistance of the Carlton Theatre manager, Mr. G.F. McClelland, was as always greatly appreciated.

ARCHIVE

Research and compilation work on the new 35mm collection has been held up due to lack of volunteers for the Film Group.

The 16mm collection now numbers 39 films with a total film footage of some 7,350 feet with a running time of around 210 minutes. New additions comprised several television news items.

GENERAL TRENDS

The overall trend in 1968 screenings showed a very satisfactory response from audiences. The cessation of these screenings and the consequent loss of the Group's major contribution to the Society's life, while unavoidable, is regretted. Film production has remained static. However, after much delay, activity is currently progressing on a sound track for the Group's film production: SEVEN-O-FOUR.

Colour Slide Competition

The committee held a number of meetings during the year for the purpose of drawing up future programs, and other arrangements. It is somewhat disappointing that in a Society with the number of members such as ours, the Colour Slide Competition does not seem to interest more members than it does to enter into the competition. There has been a slight increase in participants, but the committee feels there is scope for greater participation.

The following is a list of the Competition Subjects and winners.

January 1968,	Study of a 38 class loco	M. Schrader
February "	A Train and Signalling	E. Payne
March "	On the Narrow Gauge	S. McCarthy
April "	Frontal Portrait of a locomotive	C. Henshaw
May "	At a Transport Museum	R. Johnson
June "	A Steam train at high speed	E. Payne
July "	Shot of a train receading, including the brake van.	A. Straffen
August "	Working on the railway	A. Straffen
September "	A swing door electric suburban train	I. Stanley
October "	A Broadside shot of a complete train	E. Payne
November "	A night shot	S. McCarthy

The aggregate winner of the competition for the year was S. McCarthy.

Divisional Diary

It is pleasing to report that subscription numbers continued to increase during the year to a total of 692, compared with 608 at the close of the previous year. However, it is intended to continue to seek ways of continuing this upward trend. The content and layout of Divisional Diary was given close attention during the year, resulting in several improvements. This has helped to increase subscriptions, and this increase will, in turn, encourage the editorial staff to effect even further improvements in layout, photo content and news items.

Mr. Keith Turton found it necessary to relinquish the post of Editor during the later part of the year. The Society owes a debt of gratitude to Keith, who has so ably carried on the somewhat onourous and time consuming task of editorship for two periods stretching over a number of years.

The task of editorship was undertaken, on the retirement of Keith Turton, by Mr. Graeme Harris, through whose efforts, the Diary continued to maintain a high standard of accuracy and presentation.

Regretably, Graeme found it necessary to relinquish the post of Editor in April after only a short term, due to being called into National Service. The Society desires to place on record its sincere thanks for his efforts during his short term of office.

We are indeed fortunate to have obtained the services of Mr.Gary Jones as editor for the coming year.

As a result of efforts to gain additional help in the production of Divisional Diary, the number of regular contributors, who concentrate on particular aspects, such as timetables, locomotives, etc. was increased. Mr.Ian Sutherland was appointed as Editorial Assistant and Mr.Ray Jude was appointed Photographic Sub Editor.

It is pleasing to report that no increase in the subscription rate is at present contemplated while subscription numbers continue to increase, despite rising costs.

Thanks are due to the many members who have contributed items of news, information and news clippings. It is hoped that these efforts, without which Divisional Diary could not be produced, will continue in a steadily increasing flow.

Library

During the year a number of books and magazines were added to the Library, including valuable gifts from Estates of 2 deceased members. The number of borrowers continues to increase, and the service to country members, introduced in the preceding year, continues to be popular.

In response to an appeal during the year, a number of members have volunteered their services to help with the library activities, and thanks are extended to these members.

Mr.Geoff Dye, who so ably built up the Library Service in the past several years, found it necessary to relinquish the post of Librarian during the year. The Societies thanks are extended to him for his valuable contributions.

Carriage Preservation Committee

Since formation of this committee, in April 1967, it has endeavoured to acquire different types of rolling stock, each with their own examples of design and architecture, which have been part of Victorian Railway History.

Investigations have involved much travelling, and many items thought to be worthy of consideration for restoration or retention have been inspected.

Electric driving trailer carriage 24D has been selected as an example of Suburban Electric rolling stock, to be retained and later restored, when finally withdrawn from regular traffic.

An early "Mansard Roofed" compartment carriage, presently in use as a workmans sleeper, has been closely inspected with a view to possible future retention and restoration.

No.45 ABL Restoration work continues on carriage No.45 ABL. The major and tedious task of stripping down the interior of the second class section of this carriage has been completed. Panelling has been restored to its original form, and french polish and clear varnish have been applied three compartments, the saloon and the corridor of the second class section. Work will commence soon on the first class portion. Materials costing more than $250.00 have been used in the restoration work, and 1466 voluntary man-hours have been contributed towards this project. The high standard of work is primarily due to the meticulous care and dedication taken by members Kevin and Tom Clark, who can be justly proud of their labours.

Yarra Car. This historic parlor car continues to prove exceptionally popular with tour patrons. Suitable recepticles for rubbish were installed during the year in an effort to encourage passengers to help keep this car clean and tidy while on tour. Plans are under way to install a pictorial display depicting a history of the old Sydney Limited, on which this car was originally used.

Yarra Car. was used on a total of 15 tours and travelled 3729½ miles

Vic. Div. A.R.H.S.	-	8 Tours
Association of Railway Enthusiasts	-	4 Tours
Combined A.R.H.S.-A.R.E.	-	1 Tour
Other groups	-	2 Tours (at special request of V.R.)
TOTAL		15 Tours

Since restoration, in 1964, Yarra Car has been used on a total of 52 tours, and travelled a total of 18,650 miles.

12 BT. This "dog box" suburban Electric carriage, at present still in service, will require considerable interior and exterior restoration work when eventually withdrawn from regular traffic.

Fund raising. In addition to undertaking the restoration work, the committee has continued to actively engage in six energetic fund raising efforts during the year, which have netted $291.00. The total raised since commencement of the committees work is in excess of $540.00 The committee is appreciative of the Councils encouragement in approving budget grants to add to funds raised. To date, it has not been necessary to draw on these grants, however, as current projects reach finality, the rate of expenditure will temporarily increase.

The committee is appreciative of the help of several members, but there is scope for further help from more members.

Records

There has been considerable activity in the preliminary work of record production during the year, although only one new record "Steam in the West" was actually produced. This is a seven inch disc which was originally processed for a commercial firm as a gimmick from tapes procured during the Society's tour of Western Australia in 1962, but it was brought up to sales standard before being released to members, and being the first record of locomotive sounds in that State has created much interest there.

The Society's recorder has been in use by the Queensland Division over quite a period in securing tapes there, while steam engines were still being used and after prolonged negotiations, arrangements have been made to produce the first of two 12" discs; it is expected that it will be available later this year and meet a good demand.

In addition both New South Wales and South Australian Divisions have advised that they have material for new recordings at an advanced stage.

Sales during the year are as follows :-

Steam on the Five Foot Three	97
Night Shift	97
Narrow Gauge in South Australia	56
Westward Ho!	66
Broad Gauge Beat	15
Souvenirs in Steam	78
Steam in the West	214
	623

A feature of the demand during the year is the interest of two Melbourne Hobby Shops in our records; considerable business has resulted.

Sales Department

There are now three spheres of activity in this section of the Society's service to its members, comprising (a) Sales at Monthly Meetings, (b) Mail Orders and (c) Sales during rail outings. The amount of $8466 handled will give some idea of the volume of the business.

Considerable business resulted from the Society's participation in the V.R. Exhibition at Spencer St. Station in October as in addition to a display of Archives material a Sales section was conducted. As a result the general public displayed much interest in the available literature. Sales of the Museum booklet totalled 248 and no doubt many purchasers were induced to visit the Museum to see the exhibits.

With sales of Speed Limit 20 totalling 145, supplies were exhausted in December. A new Society book, The Portland Railway by K.W. Turton, became available in January. Prepublication orders for 525 copies were hauled by the Book Department and later sales have accounted for almost 200 copies.

A revised sales list of 46 items was distributed in November and was responsible for renewed interest in the stock available. A pleasing feature is the production of new literature by other Divisions, Western Australia having three listed, NSW one and South Australia one which was a very excellent booklet on the 700 Series Locomotives.

Three booklets have been produced in Victoria in connection with tours to various parts of the State - "The Windsor Accident", "Farewell to the Timber Line" (Heathcote), and "Wheatland Weekend", (Patchewollock and Bolangum). All have met with a good demand.

During the year a Sales Department was set up by the Western Australia Division and many items have been purchased for re-sale to members there.

Syllabus Items

Syllabus Items 1968-69		Guest Speakers
May 1968	Films of Electric Railways of Japan	Mr. Peter Duckett
June 1968	Development of Electric Traction in Victoria	Mr. I. Hodges, Chief Electrical Engineer, V.R.
July 1968	Films of Beyer Garrett Locomotives	Mr. P. Kidd
August 1968	The Trans Australia Railway and the effect of Gauge Standardisation.	Mr. K.A. Smith Commissioner Com Rails
September 1968	Members slides of tours for past 18 months	R. Whitehead
October 1968	Taking Railway Photographs	Mr. Reuter
November 1968	A method of Financing the Underground Railway	Mr. J. McAlpine
December 1968	Annual Film Night	Film Group
January 1969	Railway activities in the North West of West Australia	Mr. M. Schrader
February 1969	The Great Southern Railway	Dr. K. Bowden
March 1969	The Future of British Rail	Dr. Stewart Joy Chief Economist British Railway Board
April 1969	Symposium, The Future of the A.R.H.S.	Members panel.

Presidential Roll

1945 - 1949	* J.C.M. ROLLAND
1949 - 1950	M.H.W. CLARK
1950 - 1952	J.D. McLEAN
1952 - 1953	J.L. BUCKLAND
1953 - 1954	T.W. McCAW
1954 - 1955	R.B. McMILLAN
1955 - 1956	G. BAKEWELL
1956 - 1957	C.D. GAVAN-DUFFY
1957 - 1958	R.T. SLOGGETT
1958 - 1959	C.L. CRAIG
1959 - 1960	M.C.G. SCHRADER
1960 - 1961	A.C. HILL
1961 - 1962	M.C.G. SCHRADER
1962 - 1963	I.S. SLOGGETT
1963 - 1964	C.L. CRAIG
1964 - 1966	C. EINSIEDEL
1966 - 1968	E. QUINLAN
1968 - 1969	D.G. POTTS

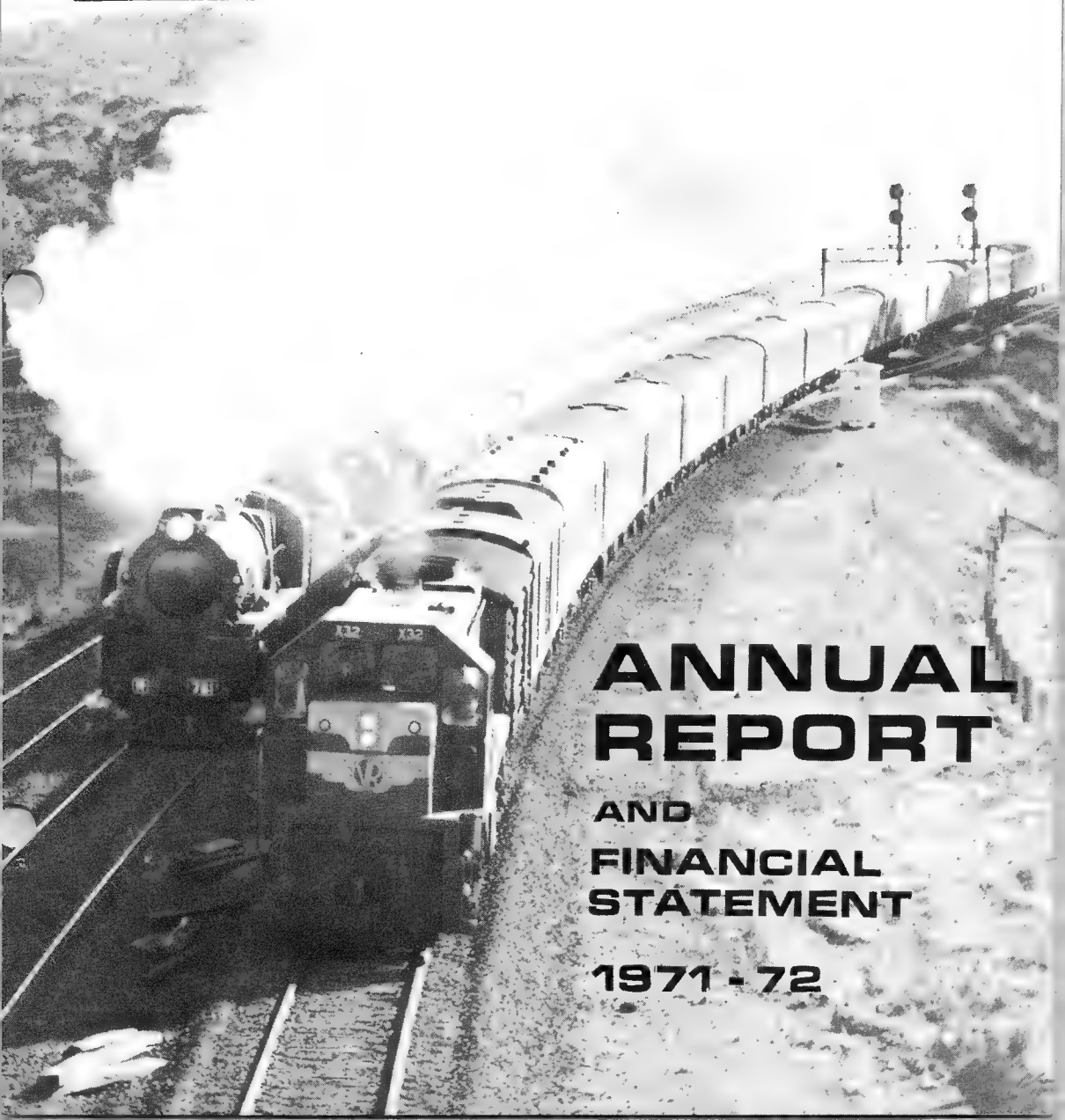
* Note: Foundation President of the Victorian Division.

R.K. Whitehead,
Hon. Secretary.

1139/69/750

Australian Railway Historical Society

Victorian Division



ANNUAL REPORT

AND FINANCIAL STATEMENT

1971 - 72

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Office Bearers 1971 - 1972

BOX 5177AA G.P.O.,
Melbourne, Vic. 3001

President: Mr. J. Brough
Vice Presidents: W. Rapley, M. Schrader
Secretary: R.K. Whitehead
Treasurer: M. Breach
Council Members: E. Hogan
E. Quinlan W. Doubleday
V. Isaacs V. Findlay
Minute Secretary: I. Harvey
Tasmanian Sub Division:
President: A.T. Ryan
Secretary: C. Goodwin
Museum Committee:
Chairman: G. Brown
Secretary: W. Pearce (Part Year)
M. Coxhead (Part Year)
Cashier: L. Davies
Projects Officer: E. Quinlan
Works Supervisor: G. Brown (Part Year)
R. Bruce (Part Year)
Committeeman: K. Clark
Minute Secretary: C. Henshaw (Part Year)
R. Bruce (Part Year)
Rostering Officers: N. Burrows
J. Symonds
Film Sales Officer: V. Noble
Tours Committee:
Tours Officer: R. Whitehead
Tours Secretary: D. McLean
Members: M. Schrader, D. Potts,
R. Smith, V. Isaacs,
W. Doubleday
Slide Competition Committee:
Chairman: V. Findlay
Projectionist: M. Lawrence
Committeemen: G. Chandler A. Straffen
Divisional Diary:
Managing Editor: W. Doubleday
Editor News: V. Isaacs
Sub Editor, Photos: R. Carlisle
Production Supervisor: G. McDonald

Sales Department:
C. Einsiedel, D. Baker
Librarian: A. Maggs
H. Head, Assistant Librarian
Mailing Officer:
N. Johnstone
Archivist:
V. Isaacs
Photo Archivists:
R. Bruce I. Harvey
Film Group:
Chairman: V. Findlay
Secretary/Projectionist: R. Secombe
Archivist: D. Milk
Committeemen: P. Lord B. Merton
Syllabus Items Committee:
M. Schrader G. Chandler
Recordings:
C. Craig, M. Schrader
Membership Officer:
C. Einsiedel
Carriage Preservation Group:
Chairman: K. Clark
Members: T. Clark
D. Potts
Duplicator Operator:
E. Martin
Publications Committee:
R. Alexander
R. Whitehead
G. Bakewell
G. Chandler
Research Officer:
D. Jowett
S.P.C.C. Representative:
D. Potts

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

Presidential Report

1971 - 72 has not appeared - superficially at any rate - any different from many other years of the A.R.H.S. Victorian Division's pleasant indoor gatherings, vigorous field activities, devoted grind on projects and dedicated attention to the less attractive or interesting, but voluminous, business and organisational matters which are generated by the needs and wishes of a membership for some time now "knocking at the 800 mark". Likewise by the raison d'etre of the Society - progression in the unearthing, researching, discussion and recording of railway history and development, particularly, but not exclusively, in our own State of Victoria, and the commission of current events to film, paper, tape and matrix as well as the sheer enjoyment of sights and sounds and the talk of fellows analysing what they see and hear in the light of understanding gained from study of the science and art of railway plant, stock and operation.

I invite your patient reading of the reports which follow - telling of some features of sub-committee activities - to obtain a deeper understanding of your Society and fellow members.

Whether we like it of not we are involved rather deeply in money matters - your money mostly - and your reading of the various sums, their origins, marshalling, breakdown and terminals (railway language without apology) is earnestly recommended.

Our Membership Officer, Sales Officers, Booking Officers, Gate Supervisors, Cashier and all who raise funds, collect, account and deposit moneys merit and deserve our whole-hearted appreciation of their service.

Each year we elect an Honorary Treasurer. I often wonder if it is realised just what his role is - and to put it bluntly - what we "hang round his neck". Fact is he carries nothing less than full and final responsibility for the Society's money - it's banking, investing, and paying out as well as advising Council on the subject and systematising procedures of movement and for auditing.

He has - and needs - a professional book-keeper to attend to detail (the Society considers itself well served in this) I believe he also finds a little time for his interest - railway operations. He has our thanks.

In the area of Sub-Committee work we have at least one major problem.

It concerns the future of the Railway Museum and the magnificent collection of Victorian Railways rolling stock and equipment which we have today.

This has been assembled over years of dedicated work by an enthusiastic band of Members with the co-operation and approval of the Victorian Railways Commissioners and their staff. A.R.H.S. responsibility is to maintain it as a static collection of exhibits for the edification of members and interest of the general public.

This has been achieved to a remarkably successful degree, BUT for various reasons and causes, a difficult situation looms and cannot be ignored with optimistic assumption either that "we've got the numbers, it only needs . . . . . ", or "it will come good". Indeed either or both may ultimately be proved true. It does require that the Society be assured (a) That a substantial body of Membership wants to see the Museum maintained in both aspects of quality and quantity and (b) If the answer to (a) is positive, then that we also know and can demonstrate translation into mental and/or physical energy deliverable as and when and where required.

We still have a devoted band of Member workers, who apply themselves without stint to the task, and they have co-opted the willing assistance of some non-members whose help is greatly appreciated.

Problems of exposure to wind and weather, proximity to the sea and sources of air pollution as well as restricted area demand early solution.

My personal opinion is that the first requirement is the build up and continued functioning of a "back-up" type service within the Museum - a service which was forthcoming originally from within

the integrated group but no longer applies to the degree needed because of expanding requirements and retirement of some of the old hands.

In short the present work force must first be relieved of considerable "pencil and paper - pen and drawing board" type tasks so that they can get on with the technical work and then be augmented.

It is most important that this be done in the right order - the back-up service must get cracking first and have time to integrate into the Museum Team because only then can the desired smooth flow of operations be assured.

The year has been a very busy one for the Council, Sub-Committees which it appointed to deal with various activities and special requirements, and for the elected Officers of the Society.

To them all I pass the thanks of the Membership together with my own special appreciation of the high degree of team work and results produced.

I record my thanks to Members who, having twice elected me as your President, have endured my shortcomings for two years. I hope that my understanding of the Presidential role as implying pesonal responsibility to each and every Member, within the terms of our "Memorandum and Articles of Association", as far as my capacity to interpret his wishes allows and translating this into practice, that my Chairmanship of the Councils you have elected, has helped to produce tangible and positive results in the Society's affairs.

J.C. Brough
President.

Secretary's Report

Membership

A total of 94 membership applications were accepted during the year, which, after resignations (13) and non-renewals (68) brought total membership up to 795. This was a net gain of only 13, somewhat less than the previous year.

Entertainment Meetings

Monthly entertainment meetings, held at the Victorian Amateur Cine Society Theatrette throughout the year, were mostly well attended. Syllabus items presented were as follows:

May 1971	"The future of the Victorian Railways"	Mr. John Hearsch
June 1971	Film Screening	Film Group
July 1971	Colour slides of South America	Mr. D. Menzies
August 1971	Auction Night	
September 1971	Film Screening	Film Group
October 1971	Guest Speaker	Miss Patsy Adam Smith
November 1971	Guest Speaker	Hon. Vernon Wilcox M.P. Minister of Transport
December 1971	Annual Film Night at Belgrave	
January 1972	"Building the North East Railway"	Mr. Keith Turton
February 1972	South African Tour Report, Colour Slides	Tour Group
March 1972	"The Royal Tour, 1954"	Mr. Peter Barry
April 1972	"West Australian Locomotive Development"	Mr. Adrian Gunsberg

Members at the October meeting were entertained by what was undoubtedly one of the most popular Guest Speakers arranged for our meetings when Miss Patsy Adam Smith paid us a visit. A standing ovation followed her most interesting and entertaining talk.

Competitions

The 1971 C.D. Gavan Duffy Competition for colour slides attracted a total of 20 entries.

Judged by the Queensland Division. Second place was awarded to Victorian Member E. Payne while a Highly Commended entry was awarded to M. Schrader.

The 1972 C.C. Singleton Competition for black and white photos attracted 20 prints from five Victorian members. First place was awarded to Victorian member Shane McCarthy. Judging was undertaken by the Victorian Division.

Windsor Station Room

All work needed to enable the room to be occupied by the Library and Archives Collection was completed during the year. The Archives Collection was moved into the space allotted, and the Library Collection is being organised. Work included interior painting, installation of security frames to windows, alterations to electric lighting installation of an exhaust fan, and library shelving.

A special thanks is extended to all members who assisted with the Windsor Room project. Vice President Michael Schrader was appointed as Curator of Windsor Room.

Displays and Exhibitions

The Society arranged a display at the annual Exhibition at Camberwell of the Australian Model Railway Association. The theme of our display was "Three tracks to Box Hill".

In response to a request from the Victorian Railways, the Society, in co-operation with the Association of Railway Enthusiasts, arranged a display for the Exhibition to mark the tenth Anniversary of Standard Gauge passenger services. Theme for this display was the history of the North East railway, and it's passenger services.

General

During the year member Des Jowett was appointed as Research Officer assisting greatly with Research correspondence. The Slide Competitions at Monthly Entertainment Meetings were re-activated, under the leadership of Council member Vance Findlay. Your President, Society Officers and Councillors were invited to attend the official opening of the excellent exhibition of "Railroadiana" arranged at the La Trobe Library by Miss Patsy Adam Smith.

Once again the Society co-operated with the Victorian Railways Commissioners, the S.P.C.C. and the Victorian Racing Club, to arrange a costume party of members for the "Veteran Train" visit to the Melbourne Cup Carnival.

Society member Don Potts arranged publicity for the final run of the last remaining Postal Mail Motor service in Victoria, the Piangil to Kooloonong service.

The task of operating the Society's Duplicator, in the hands of Richard Gilbert for some time, was assumed by member Ed Martin.

Mrs. Barbara McCumisky volunteered to arrange posting of the mailouts after they have been dealt with by our Mailing Officer.

Member Mr. Noel Johnstone agreed to undertake the important task of Mailing Officer from the commencement of the financial year, succeeding Mr. Ian Barkla, who had rendered the Society sterling service over many years in this field.

Steps were taken during the year to update our insurance cover. Several policies are carried by the Society to cover a number of contingencies.

R.K. Whitehead
Hon. Secretary

RAILWAY MUSEUM. NORTH WILLIAMSTOWN.

1971 - 72 was a year of little visible change at the Museum. The only major acquisition was Railmotor R.M. 74, a 1935 nine seater Dodge Motor, last used as an inspection car. This vehicle requires considerable attention to restore it to anything like original condition.

A "Sheffield" type motor trolley and associated Weed Poisoning trailer, and a number of minor items were acquired.

An application to the V.R. Commissioners for use of land adjacent to the present area for the purpose of re-arranging the exhibits to greater advantage was not successful. However, discussions are still proceeding on alternative suggestions.

Repainting and further restoration of exhibits continued, with work on locomotives E.236, D3. 635, and N.432, completed. Work is still in progress on H.220, D4.268, Rail Tractor, Postal Motor Trolley and open wagon IB 5452. External work continues on J.556, and K.165 as well as Number 2 Crane.

Work also continues on carriages 8M, 11AA and "Torrens". Regrettably, many of the carriage exhibits have developed leaking roofs, with consequent internal damage.

Repairs are held up due to lack of readily available volunteer man power.

The exterior of the Signal Box was repainted, professionally, in the old colour scheme of stone and chocolate.

Additional improvements to the Museum surroundings included laying of concrete paths at the entrance area, and further plantings of shrubs, flowers and grass.

Plans for the establishment of a display of small items, photos etc, have been shelved owing to lack of volunteer helpers for this project.

The distinctive W.A.G.R. pattern whistle fitted to the Australian Standard Garrett engine was stolen during the year. A replacement has not yet been obtained.

Following protracted discussions, a Charter to guide the functioning of the Museum as an integral Society activity, and conforming with the Articles of Association, was drawn up and adopted by Council.

Messrs. C. Henshaw (Minute Secretary) and W.A. Pearce (Committee Secretary) resigned from the Committee during the year. These positions were filled by Council appointment of Messrs. R. Bruce and M. Coxhead. Mr. Bruce was also appointed Works Supervisor.

The Committee has been concerned by the decrease in active volunteer helpers from among the Society membership. As Museum Workers of many years standing leave, they have not been replaced by new helpers. It is hoped that greater emphasis can be placed on approaches to Society members for direct help. Unless more members will take up an active role, the spectre of deterioration of irreplaceable exhibits must ultimately kill hopes for consolidation, improvement and expansion and bring the Society face to face with the possibility of closure.

Visitors to the Museum during the year numbered 25,331, the increase of almost 1,000 being due mainly to a greater number of visits by school and kindergarten groups. The museum was opened for organised group visits during weekdays on 55 occasions for a total of 91 seperate groups, compared with 46 openings and 60 groups during the previous year. On one weekday visit over 900 children passed through the gates. A remarkable achievement for the small band of Gate Supervisors available during weekdays.

Since the opening of the Museum in 1962 there has been a total of 221,582 visitors.

The Museum committee is grateful to member Vic Noble who volunteered his services during the year to enable the Film Sales on tours etc to continue. This activity provides a valuable source of funds for Museum projects.

The Museum Committee does thank all those who have assisted in any way over the past year, and looks forward hopefully to increased activity in the coming year with action as currently planned

for the Museum.

Tours Report

Quite a variety of tours were run during the year, most of which were well patronised, however passenger figures were slightly less than for the previous year, at 2739. This was mainly due to one less tour being run, and a greater number of tours planned for smaller patronage, such as weekend tours.

Tours were run to both Ballarat and Bendigo just prior to the closure of the Tramway Systems in both these cities. The Bendigo tour was diesel hauled, being run during the summer steam ban.

The tour to Wedderburn featured the first run of an "R" class locomotive over the line between Dunnolly and Inglewood, while the Wakool tour featured the use of a Bendigo based "oily" "J" class locomotive, for which we had to arrange fefuelling by road tanker at Wakool. Both these longer distance day tours were well patronised.

On the second Society tour to Katamatite locomotive D3-639 steamed badly, necessitating finally diesel haulage for some distance of the return journey. This was our first locomotive failure for some time on a tour.

The "Round Tour" to Phillip Island, organised in conjunction with the Association of Railway Enthusiasts, enjoyed popular support, although not as heavily patronised as was the tour run to the same plan some years ago.

For our second visit to the popular Rutherglen Wine Festival, a diesel hauled train was used, Patronage was quite good for a tour of this type.

A weekend tour was organised to Robinvale, which included an inspection by buses of the dismantled Koorakee extension. This tour featured the first visit by an "R" class locomotive as far north as Quambatook, and the first time that we have had to arrange for an oil burning locomotive to be refueled by road tanker, as was the case at Robinvale to refuel the "J" class locomotive.

Our visit to the Newcastle area for the Easter holiday 1972 was prompted by the desire to provide a steam tour at a time when steam cannot be run in Victoria, and to afford members the opportunity, perhaps for the last time, to see steam in action in this last stronghold of steam in Australia.

For the Society's second overseas extended tour, a small group of members visited South Africa for a period of almost five weeks, where a great amount of regular steam operations were observed, and very interesting railway operations were seen.

A feature of several tours to country areas was the opportunity given to local residents to sample a ride behind steam. Our visits to areas where steam engines have not operated in regular service for some time creates increasing interest.

Two disappointing tour cancellations during the year disrupted our tours program. We had looked forward to a tour using the new 600hp Railcar, but delays caused by late delivery and mechanical failures prevented it's use, while the proposed short trip using the Veteran Carriages was cancelled due to lack of patronage.

The committee has continued a policy of attempting to spread the work load by employing, as much as possible, a Tour Organiser and Booking Officer for only one tour each year. We are most grateful to all members who have assisted with tours, particularly those who have acted as Booking Officer and Tour Organisers.

Tours 1971 - 72

Date	Destination	Organiser	Passengers
May 8th 1971	Wedderburn, via Dunnolly	R. Smith	298*
June 13th 1971	Echuca, via Seymour	R. Smith	270*
July 10th 1971	Katamatite	V. Isaacs	177*
August 21st 1971	Ballarat (Farewell Trams)	R. Whitehead	273
September 10/12 1971	Robinvale Weekend	M. Schrader	177*

Date	Destination	Organiser	Passengers
September 11th 1971	Special trip Robinvale Bannerton		203*
October 9th 1971	Wakool, via Bendigo	D. Potts	242
Oct-Nov 1971	South Africa	R. Whitehead	14
December 11th 1971	Anderson Stony Point	W. Doubleday	175
March 4th 1972	Bendigo (Tram Farewell)	V. Isaacs	199
March 11th 1972	Wahgunyah	W. Doubleday	147
March 30th April 3rd 1972	Easter. Newcastle N.S.W.	M. Schrader	85
December 7th 1971	Belgrave, Film Night	V. Isaacs	409
Total 12 tours	7851½ miles	2734 passengers	
(previous year 13 tours	2998¼ miles	3187 passengers)	

Loco D3-639 was used on 4 tours, 439¾ miles.
Yarra Car was used on 9 tours, 2740¼ miles.

Not included in these passenger figures are additional "Short distance local" trippers as follows,

Wedderburn — Wedderburn Junction	174 passengers
Echuca — Moama	300 passengers
Shepparton — Katamatite	237 passengers
Cannie — Quambatook	124 passengers

The Society has now organised a total of 167 tours. Total mileage 68,356½.
Yarra Car has been used on 83 tours, total mileage 28,512.

Carriage Preservation Committee

The Committee during it's 5th year of activity, operated under the chairmanship of Tom Clark with Kevin Clark providing Museum liaison.

An outstanding event was achieved with exterior restoration of 66 years old Parlor-Car "Yarra", which work the Railway Commissioners authorised the Society to arrange, so that it would be available in time for display at the Railway exhibition at Spencer Street in April 1972.

The aim was to re-create, as nearly as practicable, the ornate lettering and intricate scroll-work of the original finish, in the era when the car first came into use in regular service.

That this was realised so magnificently is due in large part to the efforts of member Howard Pettigrew in arranging, at short notice, to have the work carried out so expeditiously at the Railway Museum. Member Bob Cann was responsible for the lettering and scroll-work. Cost to the Society was $787.00, a most reasonable charge compared with the original quote obtained for this task to be carried out by other proposed arrangements.

Since Yarra Car was restored to service in 1964 it has travelled a total of 83 tours, 28,512 miles, of which in 1971-72, nine Society tours and two tours by our kindred body, A.R.E. gave a total of 3373 miles.

The Committee's main objective is the preservation of worthy vehicles in running condition. It also assists with static items of rolling stock at the Society Museum, of which the following were dealt with in 1971-72. Electric Motor Carriage 8M (painted), Fordson Rail Tractor (painted), American type end-platform, saloon carriage 11AA (exploratory restoration commenced).

In addition other items eventually destined for inclusion in the Museum were dealt with, including 86 years old six wheeled Guards Van 174Z, a workmans Sleeping Car of the former Weed Spraying Train 1HW. A four wheeled wooden wagon ex Kerang-Koondrook Tramway, the last surviving piece of it's rolling stock, is receiving attention so that it can be displayed for the Society's forthcoming tour to Koondrook, before being placed in the Kerang Museum.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

COUNCILLOR'S REPORT

Your councillors submit their fifth Annual Report and the audited accounts for the year ended 30th April, 1972.

The current year's activities resulted in an increase of $4255 in the Accumulated Funds, representing a surplus from tours of $2362 plus a surplus of $1893 in general activities of the Society.

The operations of the Museum resulted in a surplus of $2711 for the year, but with the transfer of an additional $4000 to the Reserve Fund for Museum Roofing the Preservation Fund was reduced by $1289.

The $4000 set aside for the Reserve Fund for Museum Roofing was invested in Special Bonds during the year and the interest earned on these and on the Bonds purchased previously has also been credited to the account to be invested at a later date.

The Carriage Restoration Fund showed a net increase of $97 for the year representing income of $99 less restoration expenses amounting to $2.

In the opinion of the councillors, the results of the operations of the Society for the year ended 30th April, 1972 as shown by the Society's Income and Expenditure Statements, have not been materially affected by any items of an abnormal character.

No circumstances have arisen which render adherence to the existing method of valuation of assets and liabilities of the Society misleading or inappropriate.

No contingent liabilities have been undertaken by the Society, and no contingent liabilities have been enforceable, or are likely to become enforceable within the next period of 12 months, which will materially affect the Society in its ability to meet its obligations as and when they fall due.

During the year ended 30th April, 1972 in accordance with the Provisions of Clause IV of the Memorandum of Association of the Society, no dividends were paid, declared or recommended.

Melbourne - 17th day of July, 1972.

On behalf of the Council,

J.C. Brough
President.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1972

1971			$	$
$	**SOCIETY FUNDS**			
15761	Accumulated Fund (Statement Attached)			20016
1693	Preservation Fund (Statement Attached)			404
8391	Museum Roofing Reserve Fund (Statement Attached)			12820
447	Carriage Restoration Fund (Statement Attached)			544
-	Yarra Car Fund (Statement Attached)		(Debit)	(644)
$26292				$33140
	THESE FUNDS ARE REPRESENTED BY:–			
	Current Assets			
-	Cash on Hand		133	
17230	Commonwealth Savings Bank of Australia		17994	
-	Bank of New Zealand		71	
1201	Debtors:– Trade	1219		
372	Other & Prepayments	276	1495	
6620	Stock on Hand (at lower of cost or net realisable value)		6165	
2872	Tours Expenditure Paid in Advance		969	
28295				26827
	Less Current Liabilities			
1089	Members Subscription in Advance		1164	
1328	"Bulletin" Subscription in Advance		1305	
1190	"Divisional Diary" Subscriptions in Advance		1445	
4920	Creditors:– Trade	4911		
710	Other & Provisions	-	4911	
5196	Tours Receipts in Advance		1001	
12	Bank of New Zealand		-	
14445				9826
$13850				$17001
	Plus Non Current Assets			
	Deferred Assets			
1000	Loan to Geelong Steam Preservation Society		1000	
	Investments			
1000	Commonwealth Special Bonds (at cost)		1000	
	Museum Roofing Reserve Fund			
8000	Commonwealth Special Bonds (at cost)	12000		
391	Commonwealth Savings Bank of Australia	820	12820	
9391				
	Fixed Assets			
1609	Library, Furniture & Equipment (at Council Valuation 17th July, 1967)	1609		
845	Library, Furniture & Equipment (at cost)	934		
89	Plus Additional Equipment (at cost)	40		
2543		2583		
(972)	Less Accumulated Depreciation	1264		
1571			1319	
	Intangible Assets			
2180	Renovations to "Yarra Car" (at cost)	2180		
(1700)	Less Accumulated Provision for Amortisation	2180		
480			-	
12442				16139
$26292				$33140

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

SUPPLEMENTARY STATEMENTS

1971			
$			
	ACCUMULATED FUNDS		
15373	Balance as at 30th April, 1971		15761
-	Add Surplus as per Income & Expenditure Account	1893	
1351	Surplus as per Tours Income & Enpenditure Account	2362	
963	Less Deficit as per Income & Expenditure Account	-	
388	Surplus for year		4255
$15761	Balance as at 30th April, 1972		$20016
	PRESERVATION FUND		
2816	Balance as at 30th April, 1971		1693
2877	Add Surplus as per Museum Income & Expenditure Statement		2711
5693			4404
4000	Less Transfer to Museum Roofing Reserve Fund		4000
$1693	Balance as at 30th April, 1972		$404
	MUSEUM ROOFING RESERVE FUND		
4095	Balance as at 30th April, 1971		8391
4000	Transfer from Preservation Fund		4000
296	Interest–Commonwealth Special Bonds		428
	Commonwealth Savings Bank of Australia		1
$8391	Balance as at 30th April, 1972		$12820
	CARRIAGE RESTORATION FUND		
254	Balance as at 30th April, 1971		447
214	Add Income for Year		99
468			546
21	Less Restoration Expenses		2
$447	Balance as at 30th April, 1972		$544
	"YARRA CAR" FUND		
-	Income for Year		177
-	Less Cost of Painting "Yarra Car"		821
-	Balance as at 30th April, 1972	Debit	$644

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1972

1971 $					
	INCOME:				
3627	Surplus on Sale of Records and Publications (see Note 1)				3588
(62)	Surplus (Deficit) on "Divisional Diary" (see Note 2)				211
129	Surplus on "Bulletin" (see Note 3)				120
1865	Membership Subscriptions				2258
57	Joining Fees				93
48	Interest on Commonwealth Special Bonds				64
25	Bank Interest				360
51	Donations				29
-	Proceeds from Auction Night				179
13	Library Fees				10
5753					6912
	LESS EXPENDITURE:				
	Direct Service to Members				
194	Meeting Room Rental	197			
(29)	Less Door Fees	28	169		
-	Library		15		
18	Depreciation of Library Books		18		
14	Slide Competition		3		
18	Depreciation of Slide Projectors		18		
66	Annual Film Night		-		
281				223	
	ADMINISTRATIVE:				
1625	Postage & Telephone		1593		
300	Distribution & Mailing		300		
1051	Printing & Duplicating		1118		
922	Stationery		419		
62	Insurance		66		
280	Audit Fee		220		
500	Accountancy Fee		500		
39	Federal Secretary's Expenses		12		
83	Depreciation of Furniture & Equipment		95		
291	Other Expenses		99		
5153				4422	
5753				4645	6912
5434					
	Group Expenses				
87	Film Group	77			
40	Depreciation of Equipment	40	117		
9	Research Group	5			
58	Archives	66	71		
52	Recording Group	13			
121	Depreciation of Equipment	121	134		
100	Museum –Dodge Car		-		
467				322	
	Other Expenses				
478	25th Anniversary Expenses		-		
337	Windsor Station Room Expenses		(2)		
-	V.R. Exhibition		54		
815				52	
6716					5019
($963)	Surplus (Deficit) for Year				$1893

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1972

NOTES TO AND FORMING PART OF THE ACCOUNTS

1971 $					
	(1)	**Surplus on Sale of Records & Publications**			
11271		Sales			11128
		Less Cost of Goods Sold			
4634		Stock on hand 30/4/71	4436		
7445		Purchases	6845		
12079			11281		
4435		Less Stock on hand 30/4/72	4361		
7644					6920
3627		Gross Profit			4208
-		Less Expenses (Postage, Printing & Sundry)			620
$3627		Surplus for Year			$3588
	(2)	**"Divisional Diary"**			
2195		Subscriptions			2557
480		Sales			791
2675					3348
		Less Cost of "Divisional Diary"			
321		Stock on hand 30/4/71	536		
2935		Cost of Publication	3227		
17		Other Expenses	24		
3273			3787		
536		Less Stock on Hand 30/4/72	650		
2737					3137
($ 62)		Net Surplus (Deficit) for Year			$211
	(3)	**"Bulletin"**			
2378		Subscriptions			2621
40		Sales			51
2418					2672
		Less Cost of "Bulletin"			
268		Stock on hand 30/4/71	264		
2285		Cost of Publications & Freight	2590		
2553			2854		
264		Less Stock on hand 30/4/72	302		
2289					2552
$129		Surplus for Year			$120

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

MUSEUM INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1972

1971 $				
	INCOME			
3757	Gate Donations & Booklet Sales, Sundry Sales		3943	
(409)	Less Cost of Booklet etc. sold		358	3585
2564	Revenue from Film Sales		1279	
(2069)	Less Cost of Film Sold		781	498
59	Donations			47
136	Bank Interest			108
4038				4238
	LESS EXPENDITURE			
	Current Operations			
232	Night Patrol		218	
6	Electricity		50	
29	Rates & Rent		29	
56	Administration		65	
32	Insurance		44	
120	Ticket Printing & Advertising		115	
188	Paint		159	
335	Other Materials		265	
77	Other Expenses		40	
1075			985	
	Major Works			
86	Repairs to Signal Box	-	-	
-	Painting Signal Box	327		
-	Purchase of Steam Crane	130		
-	Welding	85		
86			542	
1161				1527
$2877	Surplus for Year transferred to Preservation Fund			$2711

Tours Income and Expenditure Statement for Year Ended 30th APRIL, 1972

Tours	Net Revenue	Transportation Railway	Other	Refreshments	S.P.C.C.	Refuelling	Other Direct Costs	Surplus or (Deficit)
Wedderburn	3222	1877	18	301	56	40	147	783
Echuca	2471	1338		266	48	6	139	674
Katamatite	2197	1500	46	124	37	34	241	215
Rail Car (Bendigo)							4	(4)
Ballarat Tram	2079	746	132		50	33	662	456
Robinvale	3804	2900	89	626	23	30	102	34
Wakool	2246	1740		181	38	10	175	102
South Africa	20315	20154					356	(195)
Veteran Train								-
Belgrave	350	261					78	11
Bendigo Train	1127	744	154				197	32
Rutherglen	1314	830	165	55			231	33
Easter (Newcastle)	8765	6519	90	1249			144	763
	$47890	$38609	$694	$2802	$252	$153	$2476	$2904
Plus Share of Profit Phillip Island Tour								235
								3139
Less General Expenses							297	
Amortisation of Yarra Car							480	777
								$2362

Sales Detailed Trading Statement for Year Ended 30th APRIL, 1972

	Stock on Hand 30/4/71	Purchases	Sub Total	Stock on Hand 30/4/72	Cost of Goods Sold	Sales	Gross Profit or (Loss)
Steam on 5'3"	149	(11)	138	62	76	206	130
Night Shift	122	(12)	110	100	10	164	154
Narrow Gauge in Sth. Aust.	62	-	62	53	9	15	6
Westward Ho	297	(105)	192	130	62	203	141
Souvenirs in Steam	50	162	212	29	183	386	203
Broad Gauge Beat	21	-	21	15	6	3	(3)
Steam in the West	93	(3)	90	69	21	43	22
Sayonara Mikado	73	-	73	71	2	13	11
Steam in the Sunshine State	84	220	304	42	262	720	458
Full Throttle	-	1487	1487	253	1234	2143	909
Clear Normal Speed	93	-	93	82	11	26	15
Jewellery	92	854	946	480	466	1003	537
Ties	388	-	388	193	195	77	(118)
Portland Railway	1358	-	1358	1209	149	182	33
R704 Film & Tapes	-	40	40	-	40	62	22
Art Prints	784	80	864	537	327	122	(205)
Great Southern Railway	89	718	807	286	521	619	98
Speed Limit 20	12	-	12	11	1	5	4
Ballarat Tramways	-	605	605	98	507	1207	700
Bendigo Tramways	-	718	718	195	523	972	449
General Items	669	2092	2761	446	2315	2957	642
	$4436	$6845	$11281	$4361	$6920	$11128	$4208

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

Statement by Councillors

We, James Charles Brough and Peter Murray Breach being two of the Councillors of the Australian Railway Historical Society, Victorian Division, do hereby state that in the opinion of the Councillors, the accompanying Statements of Income and Expenditure are drawn up so as to give a true and fair view of the results of the activities of the Society for the year ended 30th April, 1972, and that the accompanying Balance Sheet is drawn up so as to exhibit a true and fair view of the state of the affairs of the Society at 30th April, 1972.

Signed on behalf of the Council at Melbourne this 17th day of July, 1972.

J.C. Brough
P.M. Breach

Declaration by Secretary

I, Robert Kingsley Whitehead, Secretary of the Australian Railway Historical Society, Victorian Division, do solemnly declare that the accompanying Balance Sheet and Statements of Income and Expenditure of the Society are to the best of my knowledge and belief correct.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at Melbourne in the State of Victoria)
this 18th day of July, 1972) R.K. Whitehead
before me, N. Brown
Justice of the Peace.

Auditors' Report to the Members of the Australian Railway Historical Society - Victorian Division

In our opinion —

(a) The accompanying Balance Sheet and Income and Expenditure Accounts are properly drawn up in accordance with the provisions of the Companies Act 1961 and so as to give a true and fair view of the state of the affairs of the Society at 30th April, 1972 and the results for the period ended on that date, and

(b) the accounting and other records, (including register) of the Society examined by us are properly kept in accordance with the provisions of the Companies Act 1961.

Melbourne — 19th July, 1972 — C.W. Stirling & Co., Chartered Accountants.

Due to pressure of other activities which required urgent attention, no restoration work was carried out on 71 year old composite country carriage No 45 ABL. However, the Committee plans to give this project number one priority during the forthcoming year. Unfortunately, vandalism continues to be a problem with this carriage.

The Committee gratefully acknowledges restoration assistance rendered by messrs. Peter Critten, Keith Gray, Ian and John Lornie, Charles Ohlson and Charles Ohlson senior, Max Rademacher, Lionel Rickard, John Ross and Graham Thomas.

The Committee initiated a proposal to have a four car swing door type suburban carriage set retained in running order. This proposal was rejected by the Railway Department, but the Committee may re submit this request at a later stage.

Although due for withdrawal some five years ago, suburban trailer carriage 12BT is still in regular service.

The proposal to provide a saloon - refreshment carriage for Society tour use by conversion of a AE type carriage was not proceeded with due to the estimated cost being considered too great.

With $99.40 being raised this year, the Committee's special fund raising efforts have now netted a total of $953.80.

SALES DEPARTMENT

The Annual Sales List, circulated in November, listed 68 items, to which the response was considerably greater than on previous occasions.

Three items in particular produced by the Society during the year have attracted a very good demand. These were the Ballarat and Bendigo Tram booklets, and the "R" class Tie Bars and Cuff Links. The "R" class jewellery, supplementing the "D3" type, have proved quite popular, being a completely new design, and featuring particularly attractive background colours.

As an indication of turnover, almost two and a half thousand copies of each of the tram booklets have been sold, as well as over 500 "R" class Tie Bars, and almost 200 sets of Cuff Links. Since their introduction in 1967, we have disposed of almost 1,700 of the D3 Tie Bars.

In addition to the Sales Departments Mailing operations, Member Don Baker continues to conduct a very successful Sales Table at our Monthly Entertainment Gatherings, where a wide range of items are available to Members. The Sales Department also operated on many of the Society tours during the year.

Greatly increased sales were realised at the Australian Model Railway Associations Exhibition in Camberwell Civic Centre over the Labor Day holiday weekend, in March 1972, and then a month later, when the Society participated in the Victorian Railways Exhibition at Spencer Street Station, in conjunction with the Association of Railway Enthusiasts. Some idea of the demand from the public at these displays can be gained from the "take" of around $999.00 at both functions.

In the special field of records the tenth disc to be issued by the Society, "Full Throttle" has been very well accepted in it's first year of availability. Demand for some of the earlier records has slackened slightly.

Stocks of the ten inch records "Narrow Gauge in South Australia" and "Broad Gauge Beat" are now completely exhausted. There is still a reasonable stock of the N.S.W. record "Westward Ho" available

Further pressings of the ten inch size discs cannot be undertaken as this size is no longer being manufactured. Stocks of the earlier records, "Steam on the Five Foot Three" and "Night Shift" are now almost exhausted. These two discs will not be reproduced as the master discs have reached the end of their useful life.

Despite non availability of some records, sales during the year show an increase of 38 over the 1970-71 period. In the period of this report we sold 1101 records, as follows.

"Steam on the Five Foot Three" 56

"Night Shift"	43
"Narrow Gauge in South Australia"	4
"Westward Ho"	88
"Souvenirs in Steam"	82
"Broad Gauge Beat"	1
"Steam in the West"	38
"Sayonara Mikado"	8
"Steam in the Sunshine State, Vol 1"	201
"Full Throttle"	580

Although postage rates have increased considerably in recent years, use of an improved type of carton has enabled us to post packages of twelve inch records at a more favourable weight/cost bracket avoiding the need to increase postage charges.

Members were offered a special discount on a new book published during the year "Pictorial History, Railways of Australia", quite a number of copies of this book were sold.

Publications Committee Report

Major undertaking during the year was the production of the two booklets, issued to coincide with the closure of the two provincial Tramway Systems. "The Ballarat Trams, and illustrated history" and "The Bendigo Trams, an illustrated history". Author of both booklets was Mr. Keith Kings and production was arranged by the Society in conjunction with the Tramway Museum Society of Victoria and the Australian Electric Traction Association.

The original 2,000 prints of the Ballarat Trams Booklet was disposed of in just seven weeks, so that an additional 1,000 print was undertaken with a second edition. Following this success, a three thousand prints of Bendigo Trams Booklet was undertaken.

Sales of these two booklets are excellent, and consideration will be given in the near future to a possible additional reprint.

Considerable attention has been given to a manuscript for a publication on the history of the North East Railway, which is timed for production to coincide with the North East Centenary, in November 1973.

A proposal is being investigated for a publication to replace the Victorian Railways booklet, "Power Parade" stocks of which are almost exhausted. Plans and preparatory work has been undertaken for several other publication projects, including two pictorial books, an Atlas of Railway Lines in Victoria, and booklets to deal with Victorian Railways locomotives.

Library

Operations during the past year have been mainly of a holding nature. Due to lack of space at our Fitzroy meeting place no new books were purchased. However, plans have almost been completed for the transfer of our Library to our Windsor Station Room, where it is expected the library facilities can be greatly expanded by making them available to members more often. It is planned that the Library will be open for at least two evenings each month, this could be increased if patronage warrants.

The major advantage of moving to Windsor will be that the quite large collection of books from the L. Poole collection will be able to be made available to members for borrowing.

There was an increase in borrowings during the year, and considering that at present the library is only available for ¾ hour in each month at our meeting room this is indeed gratifying.

As in all Society activities it is team work that counts, and here I pay a tribute to Howard Head for his co-operation as Assistant Librarian. There have been times when the library would not have functioned but for his stepping into the breach.

Divisional Diary

Our Monthly Magazine of current rail events, produced under the editorial team of Warren

Doubleday, Victor Isaacs, Robert Carlisle, Gary McDonald and others whose work has been credited in issues concerned, saw a most successful year in which the subscription numbers rose from 712 to 745 (despite a price increase) and a similar increase in shop sales.

Even though circulation has increased, there are still insufficient contributors of news to the magazine itself, which leaves most of the gathering and reporting of news to the editorial staff.

The enlarged size of the Magazine, which was introduced in January 1971, has proved successful providing greater space at very little cost increase.

Power restrictions early in the year caused a delay in production with the February issue a month late. With the co-operation of the printers, the delivery dates have been improved considerably.

Quality of the magazine would not be possible without the support of Council, and those members who do sustain the magazine with contributions of news, photographs etc. The editorial staff extends its grateful thanks to them.

ARCHIVES

During the past year the Archives Collection was moved into the Society's room at Windsor Station. Much work was involved, and thanks are extended to those who helped.

A considerable amount of arranging and sorting remains to be done to attain a satisfactory control, but despite this situation the collection is available for use of members undertaking research, by arrangement with the Archivist.

The Archives collection has benefited by donations of many interesting items during the year.

RESEARCH

Plans for another "Field Day" were postponed due to those involved being unable to complete the required research activities.

Quite a number of requests for information were received, both from individuals and other Historical Societies. Thanks are extended to the several members who assisted in answering these requests.

PHOTO ARCHIVES

The collection of prints and negatives benefited by the addition of quite a number of photos, from various sources and donors. A number of prints were made available to those engaged in research and for exhibitions.

Further sorting and cataloguing continued with the photos and negatives of the L. Poole collection.

FILM GROUP

The Film Group arranged screenings of films at two Entertainment Meetings during the year. The programs included films of rail interest borrowed from members and others as well as from the Society Film Archives.

The Members Film Night, in December, was again held at the Cameo Theatre at Belgrave, attended by a record crowd. Our thanks to Mr. Don McWhirter, proprietor of the Cameo Theatre for his ready help and interest.

Final touches are being made to a new film produced by the Film Group, featuring the Society's 25th Anniversary Tour, with the two "R" class locos to Bendigo. A suitable commentary for this film is at present being written.

Orders are still being received for prints of our R-704 film.

SLIDE COMPETITION COMMITTEE

After a lapse during 1971, the Slide Competitions have again been introduced as a feature of our monthly entertainment meetings. Although the numbers of entries have been rather low, the committee hopes these can be built up. We would take this opportunity of extending our thanks to our Judge for his helpful advice and comments. As an additional item of interest, the committee has arranged to screen a short selection of slides on subjects of topical interest at the monthly entertainment gatherings. It is hoped, with the help of members, that this feature can be continued in the future.

Presidential Roll

1945 – 1949	*J.C.M. ROLLAND	1960 – 1961	A.C. HILL
1949 – 1950	M.H.W. CLARK	1961 – 1962	M.C.G. SCHRADER
1950 – 1951	F.F. SMITH	1962 – 1963	I.S. SLOGGETT
1951 – 1952	J.D. McLEAN	1963 – 1964	C.L. CRAIG
1952 – 1953	J.L. BUCKLAND	1964 – 1966	C. EINSIEDEL
1953 – 1954	T.W. McCAW	1966 – 1968	E. QUINLAN
1954 – 1955	R.B. McMILLAN	1968 – 1970	D.G. POTTS
1955 – 1956	G. BAKEWELL	1970 – 1972	J.C. BROUGH
1956 – 1957	C.D. GAVAN-DUFFY		
1957 – 1958	R.T. SLOGGETT		
1958 – 1959	C.L. CRAIG		
1959 – 1960	M.C.G. SCHRADER		

***Note:** Foundation President of the Victorian Division.

Life Member Mr. C. EINSIEDEL

Total Membership of the Society throughout Australia as at 31-12-1971 – 2,533

R.K. Whitehead
Hon. Secretary

5580/72/900

Notes

COVER PHOTO: G. McDonald. "Seymour Centenarian" 15/4/72

KEMERA PRESS 211 3586

Australian Railway Historical Society

Victorian Division

ANNUAL REPORT

and FINANCIAL STATEMENT 1972–73

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Office Bearers 1972 - 1973

BOX 5177AA G.P.O.,
Melbourne, Vic. 3001

President: Mr. W. C. Rapley
Vice Presidents: M. Schrader E. Hogan
Secretary: R. K. Whitehead
Treasurer: M. Breach
Council Members: D. Potts J. Blennerhasset
E. Quinlan W. Doubleday
V. Isaacs V. Findlay
P. Carroll
Minute Secretary: I. Harvey
Museum Committee:
Chairman: R. Evans
Secretary: M. Coxhead
Cashier: L. Davies
Projects Officer: E. Quinlan
Works Supervisor: R. Bruce
Committeemen: K. Clark C. Kayler-Thomson
A. Harper
Minute Secretary: R. Bruce
Rostering Officers: N. Burrows J. Symonds
Film Sales Officer: V. Noble
Tours Committee:
Tours Officer: R. Whitehead
Tours Secretary: D. McLean
Members: D. Potts R. Smith
V. Isaacs W. Doubleday
Slide Competition Committee:
Chairman: V. Findlay
Projectionist: M. Lawrence
Committeeman: A. Straffen
"Newsrail":
Managing Editor: W. Doubleday
Photo Editor: G. McDonald
Production Supervisor: G. McDonald
Committeemen: C. Croft J. Dare
R. Jowett V. Isaacs
R. Carlisle
Sales Department:
C. Einsiedel D. Baker
Librarian: A. Maggs
H. Head, Assistant Librarian
Mailing Officer:
N. Johnstone
Archivist:
V. Isaacs
Photo Archivists:
R. Bruce I. Harvey
Film Group:
Chairman: V. Findlay
Secretary/Projectionist: R. Secombe
Archivist: D. Milk
Committeemen: P. Lord B. Merton
Syllabus Items Committee:
J. Blennerhasset
Recordings:
C. Craig M. Schrader
Membership Officer:
C. Einsiedel
Carriage Preservation Group:
Chairman: K. Clark
Members: T. Clark D. Potts
Duplicator Operator:
E. Martin
Publications Committee:
R. Alexander R. Whitehead
G. Bakewell G. Chandler
Research Officer:
J. Blennerhasset
S.P.C.C. Representative:
D. Potts
Publicity Officer:
D. Potts

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

PRESIDENT'S REPORT

Some twelve months ago, when I was approached to accept nomination as your President, I stated that although a vice president for the past four years, I was only a baby in the society. I was then a member with less than five years standing and, consequently, I felt that lack of background would prevent me from handling this high office in the complete manner the society had come to expect. One has only to look at the list of the 17 previous presidents to know what I meant.

This explanation by me was met with "You will find that once elected as President, you will receive the fullest support from Councillors, Officers and Committee Members and members whenever it is needed".

Twelve months later, I can say with a great deal of gratitude that I too have found this to be so. To all those who have answered my many questions or helped with a task when I've needed their help – many thanks.

And now to cover the twelve months since then. Has the Society had a successful year? Yes, the Society did have a successful year.

In the pages which follow, you will read the reports, of necessity in precis form, set out by the committees as a record of activities and achievements during the year. Although the year started off quietly, it certainly ended on a spectacular note. Special mention is made of three of the year's activities:–

October saw the Tours Committee arrange a tour to visit the Geelong Steam Preservation Society's "big day" when a steam locomotive was named "Arthur Middleton" by Mr. G. F. Brown, Victorian Railways Chairman. Mr. Brown attached the Norman car to our special train and invited a number of members and myself to travel with him on the forward journey and be his guests at lunch. The return trip saw other members travelling with Mr. Brown. As Mr. Brown had with him a number of his senior officers, this was an excellent opportunity for each group of people to get to know each other's attitudes and problems.

February saw the Hon. Vernon Wilcox, Minister of Transport, spend a Sunday afternoon with us at our Museum at North Williamstown.

April saw the achievement of our Tours Committee dream of some years, the "Steam Festival" when two 38 class locomotives visited Melbourne for the first time. Because of the magnitude of the arrangements necessary to ensure a successful "Steam Festival", it was necessary to form a special committee incorporating A.R.E. and A.R.E.A. with us; nevertheless, this festival was the brainchild of our Tours Committee.

To those members who were involved in making these three events a success and to all who contributed to the success of all committees, etc., go forward my thanks. Behind these successes which may appear as a line or two in the report, has been hours of involvement, something which is not always appreciated by members generally.

This year has seen the Council involved with a greater volume of activity, sometimes meetings running into the small hours of the next morning but more often requiring the convening of a second meeting. You may well ask why? Council meetings are not and I hope, never will be, rubber stamp affairs. To the members of Council who served with me this year, I pay tribute to

their handling with expertise of the Society's affairs. Committee members have also had a strenuous year – thanks to them for their contributions.

In my day to day activities, I come in frequent contact with the Officers and Staff of the Victorian Railways as well as the Commissioners, and it is indeed pleasing to see that the Society receives from these gentlemen the same helpfulness as commercial firms. To all members of the Victorian Railways who contributed to the Society's success, goes our grateful thanks.

To our kindred societies who have been co-operative as usual – thanks.

WHAT OF THE FUTURE?

We are losing from Council two of our stalwarts of long standing. I refer to Michael Schrader who has been President on two occasions and a councillor for some years and Bob Whitehead, our Secretary.

On behalf of all members, to Michael and Bob our sincere thanks for their guidance, help and untiring effort which has contributed in no small way to the Society's success over the years.

Some years ago, the following appeared in the Annual Report:–

" 'One man – one job' is my motto. Experience has taught me, that if this principle was adhered to, numerous things would be left undone. It is unfortunate that many more members do not take a more active interest in **their** Society. Regrettably, you see the same faces endeavouring to handle administration of different departments. Many of us would prefer to concentrate our energies into doing a better job in one particular sphere of the Division's activities. If the service or progress of some of these is not as spectacular as you would like it, the solution is in your hands. The Society can only be as strong as its membership."

I make no apology for repeating this statement – the situation is no different today – our present helpers number less than 100 and we will need your help more than ever in 1973/74.

Come forward with your offer of help – be it an hour once or regular help. Your Society needs your help, I need your help in my second year as your President.

W. C. Rapley
President.

SECRETARY'S REPORT

Membership.

Applications for membership totaled 112, twenty more than for the previous year. After resignations (18) non renewals (38) and the transfer of 33 members to the newly formed Tasmanian Division, memberships totaled 818. The net gain for the 1972–73 financial year was 23, or an actual overall increase in membership of 56 taking into account the transfer of members to Tasmania.

Figures for the previous year were 94 applications, total for the year 795, a net gain of 13.

It is a great pleasure to place on record the sterling effort of our Membership Officer, Mr. Claude Einsiedel, for the way he deals with an important aspect of the Society organisation in a most efficient manner.

Transport Museum.

During the year, advice was received from the Victorian Railways that the site of our present Railway Museum might be required for future development, with an offer to assist in moving the exhibits to an alternative location nearby.

As a result, Council devoted considerable time and effort to the formulation of an overall long-term policy for the Museum. An approach was received from the Tramway Museum Society of Victoria suggesting that we join them in establishing a total Transport Museum at Bylands. Consultations were held with the Bendigo Trust which has a broad plan for tourist development in its city, including the maintenance of an operating tramway system. Other locations were surveyed, and contacts made with kindred bodies. An ad hoc committee was constituted to consider the proposals, and formulate recommendations for Council.

Ultimately, Council adopted a policy that the Society should actively foster the creation of a **Total Transport Museum for Victoria**, of which the exhibits presently in the Railway Museum at Newport would form the nucleus. A near-metropolitan location was felt to be preferable, but if availability of government funds was likely to be greater in a "decentralised" area, then the Museum should take advantage of this factor. Bylands was considered inappropriate.

It will be evident that, at the present time, a great deal of uncoordinated effort is being devoted to transport preservation in this State — all of it relying on voluntary labour being given by a dedicated few. The results are far from perfect — many of the Newport exhibits are suffering severely from exposure; greater protection is essential. Lack of facilities prevents display to the public of items such as tramcars and, in the railway sphere, smaller items needing more security. We believe that these defects can be overcome by the establishment of a Total Transport Museum, using paid labour to service adequately housed exhibits. Obviously, any such project will need government support — and we must strive to get it. We have already written to all political parties seeking their help, and machinery has been created for consultation with kindred bodies as the need arises.

Other countries — of which Switzerland is perhaps the prime example, and New Zealand a nearby one — have developed Transport Museums which are outstanding tourist attractions, and which form part of their cultural heritage. If our Newport exhibits have to be moved in any case, then the way is open for full development of the total concept. "There comes a time in the affairs of men .....", and that time is at hand for transport preservation in Victoria. Modern museums and tourist attractions link working items with the static exhibits, and we have a golden opportunity to combine retention of active steam locomotives with an overall Museum project at a suitable location.

Council has, of course, advised the Victorian Railways that we will cooperate in caring for our exhibits at the site currently on offer, and a fine plan for that site has been prepared.

But in our view, this comes a poor second to a Total Transport Museum for the State, and we shall continue to work towards that aim.

Council.

Council suffered the loss of a valuable member during the year, with the resignation of Vance Findlay, who has travelled overseas on an extended tour. Mr. Peter Carroll was appointed to Council to fill this vacancy.

Your Council met on 14 occasions during the year, including a special meeting to which the Museum Committee was invited.

L. Poole Collection.

Sorting and numbering of the negatives from the L. Poole Collection was carried a step further with preliminary identification of the almost 2350 photos. A start has been made to obtain prints from these negatives to assist with final identification and cataloguing. Our thanks to member Ian Barkla for his keen interest in this undertaking.

The several hundred books included in the L. Poole Collection were housed during the year in our rooms at Windsor Station where they are now available to members to borrow from our library.

Entertainment Meetings.

The monthly Entertainment Meetings, held in the Victorian Amateur Cine Society Theatrette, were generally well attended.

Guest Speakers—Syllabus Items presented were as follows.

May 1972	Film Group Screening
June 1972	The Royal Visit 1954, Mr. Peter Barry (Part 2)
July 1972	Members Ten Best Slides
August 1972	Film Group Screening
September 1972	The Koondrook Tramway, Mr. Don Potts
October 1972	The Melbourne Underground, Mr. J. Draper, V.R. Special Officer
November 1972	The North Australia Railway, Mr. J. Y. Harvey (Part 2)
December 1972	Annual Members Film Night, Belgrave
January 1973	"Sub Sonic" Surface Transport, Mr. R. L. Abbott
February 1973	Indonesian Railways, Films, Mr. John Gardiner
March 1973	Films – American Rail Scene
April 1973	Film Group Screening

Photographic Competitions.

The 1972 C. D. Gavan-Duffy Colour Slide Competition attracted entries from only two members. Judging was undertaken by the West Australian Division. Second and Third prizes were awarded to Victorian Member, M. C. G. Schrader.

The 1973 C. C. Singleton Competition for Black and White Photos was judged by the South Australian Division with 34 entries from five Victorian Members. A Third prize was awarded to Victorian Member S. McCarthy.

Displays. The Society again took part in the Exhibition organised by the Australian Model Railway Association, held at the Camberwell Civic Centre during the Labour Day holiday week-end. Theme of the Society display was entitled "Steam to Silver" featuring a display of photographs of Melbourne Suburban Rail services from the days of steam to the latest "Silver" electric trains.

General.

A bookbinding project was undertaken to enable members to have their copies of the Bulletin bound. Some 40 individual sets of Bulletins were bound, including a set for the Archives.

A quite successful Field Day was held in the Stawell area, to explore the routes of the Grampians Tramway, Deep Lead Ballast Line, and Warranook Tramway. Further Field Days are planned for the future.

Official invitations were extended to the Society for representatives to travel to Pakenham on the Official Demonstration run of the first suburban "Silver" train. The Society was represented by Mr. Claude Einsiedel and myself.

A number of members travelled to South Australia for the opening of the new railway link to Whyalla which took place in October 1972.

A North Eastern Centenary Committee was formed by Council early in 1972. This Committee has given active consideration to suggestions and plans for celebration of this important event, due in November 1973.

In conclusion, I express my sincere thanks to the many Councillors and Members for their active support, encouragement and considerable practical help it has been my pleasure to receive during my tenure of office as Secretary.

R. K. Whitehead
Hon. Secretary

MUSEUM

Attendances.

Attendances at the Museum have remained about average, there were 26,053 visitors at the end of April 1973 as compared with 25,331 for the year 1971–72.

The total attendance to date is 247,635. It is expected that the 250,000th visitor will enter the Museum about mid-June.

The attendance figures for the year include no less than 8329 children and teachers from school parties visiting the Museum during weekdays for which special openings are arranged. This represents a total of 108 groups, and compares with approximately 5000 in 91 groups during the previous year. Unfortunately the number of special openings for school groups etc may very likely have to be curtailed due to lack of volunteers available during weekdays to deal with them.

Exhibits.

The only new exhibit received into the Museum this year was an old hand crane, received from Seymour loco depot. This bears the maker's date of 1859.

The present items on display are:—

17 locomotives,	1 postal rail motor,
4 carriages,	2 Weedex trolleys,
1 rail tractor,	1 Dodge rail motor,
1 wooden IB truck,	1 signal cabin.

Items held for future display are:—

1 HW bogie van,
1 Z van,
1 IA wooden truck,
A2 Stephenson Loco,
E 369 Loco.
30 Q Pintsch gas car,
the Perry steam crane,
3 carriage bodies at present at Humevale.

Generally the condition of the locomotives is fair but several of the older exhibits are showing signs of approaching deterioration due to lack of shelter.

It is obvious that adequate cover for the carriages should be provided with the least possible delay or the interiors will soon be beyond restoration.

Vandalism is apparent although a Security Service makes regular inspections.

General.

Work has proceeded steadily on the maintenance of the exhibits with the current work force but a greater interest in the locomotives etc., by members of the Society would be appreciated.

The Museum grounds have been improved with gardens laid out by Mr. L. Butwell and Mr. M. Swaby.

Several overseas visitors have entered their names in the Museum visitors book and all have praised the Museum.

It is with regret that we report that one of the number plates from the steam locomotive S 300 has been stolen from the kitchen of the Norman car where it was stored. This item was never put on public display and its existence was known to very few A.R.H.S. members.

The Museum Site.

As further items of rolling stock have become available to the Society for inclusion in our Museum, the problem of space to site these items has increasingly made itself felt. A number of items now available simply cannot be fitted into the present Museum area.

On two occasions in the past, the Victorian Railways Commissioners have granted the Society additional adjoining land at the Museum to increase the area available for display purposes. However our latest application for additional land has met with a regrettable refusal. Indeed, the V.R. Commissioners have now indicated that the Railway Department may require to reclaim the use of the whole of the Museum site for a development scheme at present in the planning stage.

The Victorian Railways have offered the Society an alternate larger site in the Newport area, and substantial assistance in removing the present Museum to this site.

This is a very attractive offer, for which the Society is very grateful, however as the Society policy is to investigate the establishment of a Total Transport Museum for the State of Victoria, and as the site offered by the Railway Department would not be suitable for this purpose, the Society efforts are at present directed towards pursuing the Total Transport Museum concept.

An ad hoc committee has been formed to study a number of suggestions for a Total Transport Museum and has to date inspected and considered several proposals.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION

YEAR ENDED 30TH APRIL 1973
ANNUAL REPORT OF DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1973 and in accordance with Section 162A of the Companies Act 1961 report as follows:

(a) Directors in office as at the date of this report are:

Mr. W. C. Rapley	Mr. W. Doubleday
Mr. M. C. G. Schrader	Mr. V. Isaacs
Mr. E. J. Hogan	Mr. J. Blennerhasset
Mr. R. K. Whitehead	Mr. D. C. Potts
Mr. P. M. Breach	Mr. E. Quinlan
Mr. J. C. Brough	Mr. P. Carroll

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $1292.

(d) An amount of $1,200 was transferred to the Museum Roofing Reserve Fund during the financial year.

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income and Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain what action had been taken in relation to the writing off of bad debts and the making of provisions for doubtful debts, and to cause all known bad debts to be written off and adequate provision to be made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income and Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any current assets (other than those mentioned in paragraph g) were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by

Dated at Melbourne
this 9th day of July 1973.

W. C. Rapley **Director**

R. K. Whitehead **Director**

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION.

1. In our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the society's affairs at 30th April, 1973 and of the surplus for the year ended on that date.

2. As required by the Companies Act 1961 we report as follows:

In our opinion

(a) the attached accounts are properly drawn up:

(i) so as to give a true and fair view of the matters required by Section 162 to be dealt with in the accounts; and

(ii) in accordance with provisions of that Act.

(b) the accounting records and other records, and the registers, required by that Act to be kept by the society have been properly kept in accordance with the provisions of that Act.

C. W. Stirling & Co.
Chartered Accountants.
By Its Partner,
K. F. Proctor

Melbourne –
Dated 9th July 1973

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1973

1972		$	$	$
$	**SOCIETY FUNDS**			
20016	Accumulated Fund (Statement Attached)			21308
404	Preservation Fund (Statement Attached)			1605
12820	Museum Roofing Reserve Fund (Statement Attached)			14849
544	Carriage Restoration Fund (Statement Attached)			539
(644)	Yarra Car Fund (Statement Attached)		Debit	(496)
$33140				$37805
	THESE FUNDS ARE REPRESENTED BY:–			
	Current Assets			
133	Cash on Hand		71	
17994	Commonwealth Savings Bank of Australia		14005	
71	Bank of New Zealand		55	
1219	Debtors:– Trade	650		
276	Other & Prepayments	494	1144	
6165	Stock on Hand (at lower of cost or net realisable value)		6072	
969	Tours Expenditure Paid in Advance		–	
$26827				$21347
	Less Current Liabilities			
1164	Members Subscriptions in Advance		2364	
1305	"Bulletin" Subscriptions in Advance		1897	
1445	"Newsrail" Subscriptions in Advance		1633	
–	Library Fees in Advance		63	
–	Joining Fees in Advance		5	
4911	Creditors:– Trade		2798	
1001	Tour Receipts in Advance		–	
9826				8760
$17001				$12587
	Plus Non-Current Assets			
	Deferred Assets			
1000	Loan to Geelong Steam Preservation Society		1000	
	Investments			
1000	Commonwealth Special Bonds (at cost)		1000	
	Hotham Permanent Building Society –			
–	General Funds	5284		
–	Museum Funds	2000	7284	
	Museum Roofing Reserve Fund –			
12000	Commonwealth Special Bonds (at cost)	14000		
820	Commonwealth Savings Bank of Australia	849	14849	
$13820				
	Fixed Assets			
	Library, Furniture & Equipment			
1609	at Council Valuation 17th July, 1967	1609		
934	at Cost	974		
40	Plus Additions (at cost)	60		
2583		2643		
1264	Less Provision for Depreciation	1558		
$ 1319			1085	
	Intangible Asset			
–	Renovations to "Yarra Car" (at cost)	2180		
–	Less Provision for Amortization	2180	–	
				25218
$33140				$37805

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION
SUPPLEMENTARY STATEMENTS

1972 $			$
	ACCUMULATED FUND		
15761	Balance as at 30th April, 1972		20016
1893	Add Surplus as per Income & Expenditure Account	431	
2362	Surplus as per Tours Income & Expenditure Account	861	
4255	Surplus for Year		1292
$20016	Balance as at 30th April, 1973		$21308
	PRESERVATION FUND		
1693	Balance as at 30th April, 1972		404
2711	Add Surplus as per Museum Income & Expenditure Statement		2401
4404			2805
4000	Less Transfer to Museum Roofing Reserve Fund		1200
$ 404	Balance as at 30th April, 1973		$ 1605
	MUSEUM ROOFING RESERVE FUND		
8391	Balance as at 30th April, 1972		12820
4000	Transfer from Preservation Fund		1200
428	Interest – Commonwealth Special Bonds		806
1	Commonwealth Savings Bank of Australia		23
$12820	Balance as at 30th April, 1973		$14849
	CARRIAGE PRESERVATION FUND		
447	Balance as at 30th April, 1972		544
99	Add Income for Year		–
546			544
2	Less Restoration Expenses		5
$ 544	Balance as at 30th April, 1973		$ 539
	"YARRA CAR" FUND		
–	Balance as at 30th April, 1972	Debit	(644)
821	Add Expenses – Cost of Painting "Yarra Car"	–	
–	Insurance	27	27
821			671
177	Less Income – Hire of "Yarra Car"		175
$ (644) Dr	Balance as at 30th April, 1973	Debit	$ (496)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR THE YEAR ENDED 30th APRIL, 1973

1972					
$					$
	INCOME				
3588	Surplus on Sale of Records & Publications (See Note 1)				2066
211	Surplus on "Newsrail" (See Note 2)				405
120	Surplus on "Bulletin" (See Note 3)				12
2258	Membership Subscriptions				2404
93	Joining Fees				112
424	Interest				842
29	Donations				252
179	Proceeds from Auction Night				–
10	Library Fees				10
$6912					$6103
	LESS EXPENDITURE				
	Direct Service to Members				
197	Meeting Room Rental	232			
(28)	Less Door Fees	10	222		
15	Library		28		
18	Depreciation of Library Books		18		
3	Slide Competition		17		
18	Depreciation of Slide Projectors		18		
–	Repairs to Slide Projector		8		
$ 223				311	
	ADMINISTRATIVE				
1593	Postage & Telephone		1462		
300	Distribution & Mailing		300		
1118	Printing & Duplicating		1291		
419	Stationery		569		
66	Insurance		32		
220	Audit Fee		200		
500	Accountancy Fee		600		
12	Federal Secretary's Expenses		23		
95	Depreciation of Furniture & Equipment		97		
99	Other Expenses		173		
$4422				4747	
	Group Expenses				
77	Film Group	106			
40	Depreciation of Equipment	40	146		
5	Research Group	2			
66	Archives	244	246		
13	Recording Group	–			
121	Depreciation of Equipment	121	121		
$ 322				513	
	Other Expenses				
(2)	Windsor Station Room Expenses		22		
54	V.R. Exhibition		–		
–	Camberwell A.M.R.A. Exhibition		79		
$ 52				101	
$5019					5672
$1893	Surplus for Year transferred to Accumulated Fund				$ 431

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1973

NOTES TO AND FORMING PART OF THE ACCOUNTS

1972 $				$
	(1)	**Surplus on Sale of Records & Publications**		
11128		Sales		7385
		Less Cost of Goods Sold		
4436		Stock on Hand 30/4/72	4361	
6845		Purchases	4409	
11281			8770	
4361		Less Stock on Hand 30/4/73	3779	
6920				4991
4208		Gross Profit		$2394
620		Less Expenses (Postage, Printing & Sundry)	315	
–		Bad Debts	13	
				328
$ 3588		Net Surplus for Year		$2066
	(2)	**"Newsrail"**		
2557		Subscriptions		3144
791		Sales		1065
–		Advertising		64
$ 3348				$4273
		Less Cost of "Newsrail"		
536		Stock on Hand 30/4/72	650	
3227		Cost of Publication	4028	
24		Other Expenses	186	
3787			4864	
650		Less Stock on Hand 30/4/73	996	
3137				3868
$ 211		Net Surplus for Year		$ 405
	(3)	**"Bulletin"**		
2621		Subscriptions		2731
51		Sales		20
2672				2751
		Less Cost of "Bulletin"		
264		Stock on Hand 30/4/72	302	
2590		Cost of Publication & Freight	2969	
2854			3271	
302		Less Stock on Hand 30/4/73	532	
2552				2739
$ 120		Net Surplus for Year		$ 12

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

MUSEUM INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1973

1972 $				$
	INCOME			
3943	Gate Donations & Booklet Sales & Sundry Sales		4368	
(358)	Less Cost of Booklets etc. sold		501	3867
1279	Revenue from Film Sales		1769	
(781)	Less Cost of Film Sold		1393	376
47	Donations			–
108	Bank Interest			4
$4238				$4247
	LESS EXPENDITURE			
	Current Operations			
218	Night Patrol		245	
50	Electricity		97	
29	Rates & Rent		35	
65	Administration		226	
44	Insurance		51	
115	Ticket Printing & Advertising		460	
159	Paint		212	
265	Other Materials		445	
40	Other Expenses		–	
$ 985			1771	
	Major Works			
327	Painting Signal Box	–		
130	Purchase of Steam Crane	–		
85	Welding	–		
–	Carriage (3)	75		
$ 542			75	
1527				1846
$2711	Surplus for Year Transferred to Preservation Fund			$2401

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

TOURS INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1973

	Net Revenue	Transportation Railway	Transportation Other	Refreshments	S.P.C.C.	Refuelling	Other Direct Costs	Surplus or (Deficit)
Adelaide	994	765		204				25
Mortlake	2537	1693	60	261	50	25	151	297
Healesville	905	520			50	16	169	150
Maldon	1987	1279	166	62	44	14	141	281
Mildura							119	(119)
Koondrook	2912	1908	60	349	45	41	241	268
Geelong (Belmont Common)	634	445	84		33		137	(65)
Avoca	2759	1958		300	37	10	257	197
Western Suburbs Industrial Sidings	327	140					83	104
Belgrave	139	126					123	(110)
Grampians	1113	557	150	202			132	72
Mangalore	551	322		26			136	67
	$14858	$9713	$520	$1404	$259	$106	$1689	$1167
Less General Expenses								306
Net Tour Surplus Transferred to Accumulated Fund								$ 861

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30TH APRIL 1973
STATEMENT BY DIRECTORS

We, WILLIAM CAMPBELL RAPLEY and ROBERT KINGSLEY WHITEHEAD, being two of the Directors of AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION, do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the activities of the Company for the year ended 30th April, 1973 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1973.

Dated at Melbourne this 9th day of July 1973.

W. C. Rapley **Director**

R. K. Whitehead **Director**

REPORT IN ACCORDANCE WITH SECTION 162(12)

I, PETER MURRAY BREACH, TREASURER, being the person in charge of the preparation of the Company's accounts hereby state that to the best of my knowledge and belief the accounts of the Company for the year ended 30th April, 1973 give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with in the Accounts.

Dated at Melbourne this 9th day of July 1973.

P. M. Breach **Treasurer**

In the meantime, the Museum Committee has actively considered plans for re-establishment of the Society Museum at the site offered by the Victorian Railways at Market Street, Newport, as an alternative if it is found the the Society policy of a Total Transport Museum cannot be brought to fruition. Plans for the layout at the Market Street site are at present being considered in detail.

Visit by the Minister for Transport.

The Minister for Transport Mr. V. Wilcox, accompanied by Mr. Floyd M.L.A. for Williamstown, visited the Museum on Sunday 11th February and were escorted around the area by Mr. W. Rapley, President of the A.R.H.S. and Messrs. E. Quinlan and R. Evans of the Museum Committee. Mr. Wilcox expressed himself as being impressed with the work so far accomplished to bring the Museum to its present state of development.

Film Night.

A screening of films of railway interest was held in November 1972 which was well attended by Museum workers, gatekeepers, and their friends.

Thanks.

The Museum Committee extends its grateful thanks to Council, and to the many volunteer workers, Gatekeepers, and Rostering Officers who have assisted during the year. However, it cannot be stressed too strongly, that many more helpers will be required in the future.

TOURS

Overall tour figures were again down in comparison with the previous year. Two less Society tours were run, the longer summer fire ban meant that fewer of the more popular steam hauled tours could be run, and the Society's efforts and resources were channelled into the combined venture of the Easter Steam Festival which precluded a Society tour during this period.

Although a combined effort, in conjunction with kindred bodies, the figures for which do not count in the Society books, the Melbourne Steam Festival was undoubtedly the highlight of tours which the Society has been involved with since the inception of Society organised tours more than 20 years ago. The full story will be the subject of other reports, but brief figures are included in this report for the record.

Of the ten tours organised by the Society six were steam hauled, two involved the use of rail motors, one was diesel hauled, and the other utilised an electric suburban train.

We were disappointed during the year not to have had the use of one of the new 600 hp railcars for a tour, and not to have been able to use a new suburban "Silver" train. It had been hoped to contribute to the historic introduction of these trains by using them in first "revenue" runs, unfortunately due to a series of problems associated with their introduction, this could not be arranged. We anticipate they will be used for Society tours at some time in the future.

The Tours Committee thanks the many members who have assisted with tours, particularly those who have organised, or acted as Booking Officers for tours.

Tours 1972–73

Date	Destination	Engine Power	Organiser	Passengers
May 13 1972	Mortlake	R & K	R. Whitehead	269
June 25 1972	Healesville	K	D. Potts	283
Aug 25 1972	Maldon	R & K	S. Moore	247
Oct 7 1972	South Geelong	R	V. Isaacs	197
Nov 11 1972	Koondrook	R & D3	D. Potts	240
Dec 5 1972	Belgrave	Sub Elec	R. Smith	203
Dec 9 1972	Suburban Goods Lines	DERM's	V. Isaacs	182
Feb 10 1973	Stawell	Diesel	R. Whitehead	104
Mar 17 1973	Mangalore	DERM's	D. Potts	128

Total 10 tours 1879 miles 2400 passengers

(Prev Year 12 tours 7581½ miles 2734 passengers)

Total number of tours organised by the Society 177, mileage 70,235½

Yarra Car was used on 6 tours during the year giving a progressive total of 89 trips since its introduction.

Loco D3 639 was used only once on a Society tour.

In addition to the above passenger totals the following tours also enjoyed the patronage of short distance "local" passengers; Mortlake 215, Maldon 337, Koondrook 63.

Details of the tours which made up the Melbourne Steam Festival Program are as follows:

April 21 1973 to	Benalla	organised by	R. Whitehead	527
" 22 "	Seymour	"	M. Schrader	509
" 23 "	Seymour	"	T. Godwin	302
" 23 "	Ballarat–Geelong	"	W. Doubleday	362
" 24 "	Emerald	"	T. Godwin	261

Total 1961 passengers

During the year, a revision of our Tours Mailing List resulted in a reduction from 1100 to 600 listed and gained some $280 in donations.

"NEWSRAIL"

The major event in a very eventful year for the Division's monthly news magazine was the re-naming of the magazine from "Divisional Diary" to "Newsrail". The new name was chosen from suggestions to enable easier marketing of the magazine, in that the title itself explains the nature of the subject matter of the magazine.

To coincide with the change of name, a major revamping of the magazine was undertaken, including introduction of colour splashes on the front cover, as well as re-designing and re-styling the layout. An additional four pages per month were added which because of better utilisation of the paper, added little to the cost increases.

The additional cost of production which these changes have brought about, has been partly offset by the introduction of suitable paid advertising. This field of income is being further developed.

A very encouraging increase in subscriptions during the financial year, together with quite dramatic increases in shop sales has resulted in a small credit balance despite the increased production costs. Subscription rates have remained the same as for previous years.

The year ended with 926 subscribers, compared with 745 for the previous year, an increase of 181. Our current print run is now up to 1400 copies per month.

A drive was commenced with members of other Divisions of the Society, which resulted in quite a number of additional subscribers from South Australia. Other States are, or have been canvassed.

The Managing Editor on behalf of the staff of "Newsrail" thanks all those who have helped with articles, news, photos and production during the past year. Without the help of the A.R.H.S. Council, "Newsrail" could not be possible, the encouragement and assistance throughout the year is acknowledged with thanks.

CARRIAGE PRESERVATION

During its sixth year, the Committee has operated under the Chairmanship of Kevin Clark with members, Tom Clark and Don Potts.

Regrettably, due to the pressure of other activities (assisting with painting three retained locomotives, etc, etc) no restoration work was carried out for the second successive year on 72 year old, composite country carriage, No. 45 ABL. It is unfortunate that vandalism continues to be a problem with this carriage which is awaiting restoration to service at Railway Museum for use on Society tours.

An outstanding achievement during 1972 was the complete restoration of the last surviving relic of the former Kerang & Koondrook Tramway. This decentralised project was undertaken at Kerang, 180 miles north of Melbourne under the sponsorship of Don Potts in conjunction with committee members, Messrs. Clark & Clark and with the aid of interested local people. The restored, four wheel, wooden wagon, built in 1889 was given a farewell run behind D3–639 on October 28, 1972. It was moved recently by road for permanent display at the Kerang Water Tower Museum which is to be officially opened in August.

American type, end-platform, saloon carriage, 11AA at Railway Museum, was made presentable for the Melbourne Steam Festival during Easter. The exterior was painted.

Although due for withdrawal six years ago, suburban trailer carriage 12BT, built in 1891, is still in service. This 82 year old vehicle is to be retained in running condition after ceasing regular service during the forthcoming year.

The Committee has concentrated on obtaining a stockpile of spare parts for future use. Two swing-doors with recessed panels were salvaged from 34T before it was burnt at Newport Workshops. These are suitable replacements for 12BT. Another door with curved panels was obtained for 8M.

The Committee is acting as a consultant to assist the Steam Preservation Co-ordinating Committee with the proposed conversion of a suitable carriage to incorporate a sales kiosk for use on the Vintage Train and Society tours. Minimal alterations will be made to ensure the preservation of the carriage architecture.

Since "Yarra" Parlor-Car was restored to service by the Society in 1964 it has travelled 30,515¼ miles and been used on a total of 92 tours. It has received increased utilization during the past year on special trains sponsored by organizations other than enthusiast groups under strictly controlled conditions. There is scope for additional interior restoration of this historic carriage.

Negotiations continued during the year to find a temporary site to store the three old carriage bodies purchased by the Society in 1971, but so far without success. As an alternative, it is now planned to place these old bodies on suitable underframes, which will allow them to be moved from place to place without being lifted. One suitable underframe has been obtained, another has been found, and a third is still being sought. It is hoped to move these carriage bodies from their present site at Humevale as soon as possible. It is planned to eventually partially restore these bodies to form a replica of the present Victorian Railways "Veteran Train" for static display in the Museum.

SALES DEPARTMENT

The year under review has been one of consolidation, as other than the addition of the "R" Class Tie Tack to the list of Jewellery, no other major items were made available.

However, no opportunity has been lost to secure items of railway interest from other Divisions and other sources. It is noted that publishers are becoming more aware of the demand for good railway literature, not only from enthusiasts, but from the public in general.

Supplies of many earlier items are now exhausted or at a very low level; included in this group are the "Bendigo Tramways" booklet, the record "Westward Ho" and the book "The Great Southern Railway".

Due to the lower attendances, sales at the A.M.R.A. Exhibition in March were down on the previous year, but were still a respectable $310.

Excluding the amount from Sales conducted at the monthly Entertainment meetings by member Don Baker, a total of $5679 was handled by the Sales Department. Of this $2222 was for orders received as a result of Sales List circulation, and advice of new items available in the Monthly Members News Sheet. The balance was for invoiced sales to other Divisions, organisations, and shops.

There has been a good demand from both New South Wales and Queensland for the records "Full Throttle" (146) and "Steam in the Sunshine State" (156) respectively, while "Souvenirs in Steam" (139) continues to sell well in Victoria. The number of sales for each is given in brackets. In addition, "Westward Ho" sales were 58, and "Steam in the West" 26. Our first record, "Steam on the Five Foot Three" is now no longer available.

Items of which smaller quantities became available for sale included prints of the painting "Port Pirie" by Kenneth Jack, greeting—Xmas cards featuring Koondrook Tramway scenes, and both Black & White and Colour photos of the Seymour Centenarian.

PUBLICATIONS

Although no new important publications were made available during the year, several major projects were carried forward in various stages to completion. Among these is the full size book to be issued during the coming financial year, dealing with the history of the North East Railway. A high quality rail pictorial publication is also expected to be issued later during the coming year.

Other items which have taken up the attention of the Publications Committee include proposals for a replacement for the popular "Power Parade" booklet produced by the Victorian Railways some years ago, and now out of print.

One small booklet was produced during the year, a re-write of a previous booklet, the "Maryborough—Avoca—Ararat Railway".

A number of important publications which should be undertaken, which have received the attention of the Publications Committee, await compilation by members to enable them to be proceeded with.

ARCHIVES

A prime necessity of any Historical Society is to ensure the preservation of primary source documents within its field of study. Although the activities of the Archives rarely comes to the notice of the general Membership, it is in fact, one of the most important of the Society's many activities.

This year has been one of steady, if unspectacular, progress at the Archives. Work has continued on the collection at Windsor Station — classification of existing items has continued concurrently with the processing of new items received.

It is very pleasing to report that during the year there has been an increase in the use made of the Archives, as more members and prospective researchers of railway history avail themselves of the use of our large valuable collection.

It is equally gratifying to record that many donations of items — some of them quite valuable — have been made during the year. Donations have come from Society Members, as well as from many others — such as retired railwaymen — who recognise the importance of the items and their interest to our Society.

During the year, after installation of our Archives at our rooms at Windsor Station had reached an advanced stage, arrangements were made to invite members to an "Open Day". This took place on January 21st, when more than 40 members visited our Windsor Rooms.

We wish to stress the importance of the preservation of material relating to our railway, past and present. It should preferably be retained where it can be made use of by future historians and researchers. In some cases this may not be possible or suitable to the owner. This does not alter the basic importance of having items of historic value preserved somewhere. If you own railway historical matter, or if you know of its possession by others, please make every effort to ensure that items are not thrown out or destroyed before someone can assess their value.

Even knowledge of the whereabouts of important items of railway history can be of immense value to the historian or researcher.

LIBRARY

The library has now been located at Windsor Railway Station for just over a full year during which time it has been gratifying to note an increase in the number of members using this facility. The actual increase in borrowings has been in the order of 15% and the total hours during which this facility is available to members has shown a big jump from the eleven hours a year at Napier Street to 48 hours a year at the present location.

The library is open on the first and third Wednesday of each month.

During the year under review sorting of books and magazines has continued and the forwarding service to country members has been re-instituted.

It would be fitting at this point to express thanks to the following persons and/or Companies who have made substantial donations of books and magazines to the library:

Rigby Limited — Technical Book and Magazine Company — Tramway Museum Society of Victoria Limited — Mr. J. C. Brough — Mr. J. Buckland — Mr. R. K. Whitehead.

Thanks are also due to Mr. Howard Head who has whenever possible continued to assist in the day to day operations of the library.

Presidential Roll

1945 — 1949	*J. C. M. ROLLAND	1960 — 1961	A. C. HILL
1949 — 1950	M. H. W. CLARK	1961 — 1962	M. C. G. SCHRADER
1950 — 1951	F. F. SMITH	1962 — 1963	I. S. SLOGGETT
1951 — 1952	J. D. McLEAN	1963 — 1964	C. L. CRAIG
1952 — 1953	J. L. BUCKLAND	1964 — 1966	C. EINSIEDEL
1953 — 1954	T. W. McCAW	1966 — 1968	E. QUINLAN
1954 — 1955	R. B. McMILLAN	1968 — 1970	D. G. POTTS
1955 — 1956	G. BAKEWELL	1970 — 1972	J. C. BROUGH
1956 — 1957	C. D. GAVAN–DUFFY	1972 —	W. C. RAPLEY
1957 — 1958	R. T. SLOGGETT		
1958 — 1959	C. L. CRAIG		
1959 — 1960	M. C. G. SCHRADER		

*** Note:** Foundation President of the Victorian Division.

Life Member Mr. C. EINSIEDEL

Total Membership of the Society throughout Australia as at 31.12.1972 — 2675

R. K. Whitehead
Hon. Secretary

/73/950

COVER Photo
Ian Harvey

The "38's" ARRIVE
MANGALORE 21/4/73
MELBOURNE STEAM FESTIVAL

Notes

One of the Society's most treasured possessions, T34 number plate - now mounted as the President's plaque, while he holds office.

PRINTED BY KEMERA PRESS, CAULFIELD, VIC.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY,
Victorian Division
MEMBERS NEWS SHEET, MARCH, 1973

* NEW MEMBERS: We are pleased to welcome the following to membership of the Society:- Mr. E. Prewett, Glenroy. Mr. K. Tinkler, Highett.. Mr.A.Whitechurch, Cheltenham. Mr. R. Dickson, Chadstone.

ANNUAL C.C.SINGLETON BLACK AND WHITE PHOTO COMPETITION: Members are reminded that entries for this competition close on 31st March. Please hand your entries to Mr.M.Schrader at the March Members' Entertainment Gathering, or post to the Society Box number, G.P.O. Box 5177AA, G.P.O. Melbourne. See February members Newsheet for conditions of entry, etc.

*SUBSCRIPTION RATES, MEMBERSHIP FEES: Membership Fees become due on 1st May for the 1973-74 financial year. Renewal cards will be posted to all members early in April. Council has decided that Membership Fees and Subscription Rates will remain the same for the next financial year. The optional Library Fee ($1.00) will be included on the renewal card.

Paid

*MUSEUM: Advice has been received from the Victorian Railways that the present site of our Museum, in Champian Road North Williamstown, is likely to be required by the Department for other purposes, and that our Museum will have to be moved. In any case, the Department is not able to grant the Society any further land for expansion at the present site.

In view of this and other preservation activities in Victoria, Council recently determined the following policy: "That the Society's aim in regard is to ensure the preservation of railway exhibits, preferably, but not necessarily, under the control of the Society. To further this aim in the future, the present museum, or part thereof, should be incorporated in a total transport museum complex. This can only be done if Government assistance is received. The museum should, therefore, be sited wherever is necessary to receive this assistance. It is Council's hope that this should be in or near the Melbourne Metropolitan area.

The idea of a total Transport Museum in Victoria has been under discussion and investigation for some time, both within the Museum Committee and with other interested bodies. The Minister for Transport, Hon. Vernon Wilcox, recently paid an official visit to our Museum at North Williamstown.

MUSEUM, Contd. Needless to say, Council regards this as a most important matter, and would be interested in hearing of the views of Members on this subject. Members' suggestions for a suitable site for a total transport museum would be welcome.

*TOURS: MELBOURNE FESTIVAL OF STEAM. We are pleased to advise that following a recent decision by the Victorian Branch of the union involved, agreeing to allow the working of 'foreign' steam engines into Victoria, negotiations are proceeding to bring at least one 38 class locomotive from Sydney to visit Melbourne during the Easter period.

The present plan is that a special train will arrive from Sydney on Easter Saturday afternoon, and return to Sydney on the following Tuesday afternoon, organised by the New South Wales Rail Transport Museum. An "R" class hauled special train will be run to Benalla on Easter Saturday to meet and escort the 38 hauled train into Melbourne. Local trips on both Standard and Broad Gauge will be run during the Easter holiday period. If patronage warrants, two 38 class locomotives will be brought to Melbourne.

It is also hoped, at the same time, to have a visit from Adelaide of a 520 class locomotive, but this will be dependent on the amount of patronage of a special train from and to Adelaide, to cover the very high costs. It is hoped that arrangements can be made for Victorian members to join this special train en route.

Full details of the MELBOURNE FESTIVAL OF STEAM will be mailed to members in the next few days.

*SALES DEPARTMENT: Copies of the notes issued for the Stawell and Grampians tour are available. Price 50 cents. 18 duplicated pages of notes and maps of the Grampians Railway, and Warrnanook (Wal Wal) Tramway.

Also available, sets of Special Train Notices and Tour Circulars for Society tours for the last five years. Price 50¢. These are only available at the Monthly Entertainment Gatherings.

*SPECIAL STEAM TOUR - R Class Test Run

A special tour to test R707 following an overhaul will be run to BACCHUS MARSH on Monday 26th MARCH in the evening. The trip will be subject to completion of the work on R707.

Full details will be published in the public notices of the AGE and the SUN on Saturday 24th March.

* FILM GROUP - "NOSTALGIA UNLIMITED"

We've been with you now for 10 years ... and we bet you didn't realize it! The ARHS Film Group.

Yes - it's our 10th anniversary birthday and we feel it's about time we celebrated. You know, 10 years has seen many changes and we don't mean just in the ARHS. Take a look at the V.R.alone. Steam in revenue service has gone. Except for fan trips, the steam loco is only a memory. Its glory and its empire have gone - gone the loco depots, servicing facilities, the sight and sound of steam blasting across the state, up Warrenheip and Ingliston banks, around the wheat country, the Swan Hill passenger, on the picturesque branches.... and talking of branches, how few are left to us! Gone are Heathcote and Warburton, Whittlesea and Beech Forest. Gone are the massive X's, no more are the A_2's. For those of us who were fortunate enough to see the great days of steam, watching and listening for steam in the dark and rain on Warrenheip, or chasing it on the main lines north-east or west, or idling with it on hot sleepy days on northern branch lines, the memories are alive. But so many younger members missed out, or saw only the last days of steam at the end of the 60's. For them... and those who remember, join us for a trip down memory lane...

THE BEST 10 YEARS OF THE FILM GROUP

Hand picked highlights of 10 years of our programmes, locos, lines, sights and sounds you'll never see or hear again - except on film.

DON'T MISS IT... help us to celebrate 10 years of nostalgia unlimited. DON'T FORGET the place - VACS, 2 Napier Street, Fitzroy.

OR THE DATE - Monthly Meeting night, Thursday 26th April, 1973

*MONTHLY SLIDE COMPETITION: January competition. "A train framed by buildings and/or trees". First: A. Straffen, Second, L. Rickard; Third, M. Schrader.

Title of competition for March - "Wheels"
For April - "Railed transport in a Street"
For May - "Taken on a Fan Trip".

*MONTHLY ENTERTAINMENT MEETINGS: Held on the fourth Thursday of the month at the Victorian Amateur Cine Society Theatrette, 2 Napier Street, Fitzroy, just up from Victoria Parade, at 7.45 p.m.
22nd March - Guest speaker, Mr. J. Buckland, "Reminiscenses of a Rail Traveller".
26th April - Film Group.

*ARCHIVES ROOM, WINDSOR STATION (Down side platform)
Open on each Tuesday evening from 8 p.m. to 10 p.m. for research activities. The Archives Room will not be open on Easter Tuesday. Library open on the first and third Wednesdays of the month, 7.45 p.m. to 9.30 p.m. All members welcome.

*MAGAZINES: From other Divisions and affiliated groups.
We receive regularly, magazines from other Divisions, also the quarterly magazine from the Royal Historical Society of Victoria, with whom we are affiliated. These may be obtained on loan on application to our Archives Officer at Windsor on the regular Archives nights.

* S.P.C.C. MEETING:
The special meeting to be held on THURSDAY 29th MARCH for the STEAM PRESERVATION CO-ORDINATING COMMITTEE, will be held in the A.P.M. Theatrette, corner of William and Bourke Streets, at 8 p.m. The main purpose of this meeting is to hear a report on the results of the Vintage Train operations and results of the recent deputations with the Victorian Railways Commissioners.
A selection of films of railway interest will also be screened.

* * * * * * * * *

Australian Railway Historical Society

Victorian Division

ANNUAL REPORT

AND

FINANCIAL STATEMENT 1970-71

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Office Bearers 1970–1971

Box 5177AA G.P.O.,
Melbourne, Vic. 3001

President: Mr. J. Brough
Vice Presidents: W. Rapley. M. Schrader
Secretary: R.K. Whitehead
Treasurer: I. Sloggett (part year)
M. Breach
Council Members: R. Alexander E. Hogan
E Quinlan W. Doubleday
R. Smith
part year D. Room, G. Chandler
Minute Secretary: I. Harvey
Tasmanian Sub Division:
President: A.T. Ryan
Secretary: C. Goodwin
Museum Committee:
Chairman: A. Hill
Secretary: G. Dye (part year)
W. Pearce
Treasurer: L. Davies
Projects Officer: E. Quinlan
Works Supervisor: G. Brown
Committeeman: K. Clark
Minute Secretary: C. Henshaw
Tours Committee:
Tours Officer: R. Whitehead
Tours Secretary: D. McLean
Members: M. Schrader, D. Potts,
R. Smith, V. Isaacs,
W. Doubleday
Slide Competition Committee:
Chairman: C. Henshaw
Projectionist: M. Lawrence
Member: E. Wells
Divisional Diary:
Editor: (part year) J. Dawes
D. Room
Sub Editor, Photos, R. Carlisle
Sales Department:
C. Einsiedel, D. Baker
Librarian: A. Maggs
H. Head, Assistant Librarian
Mailing Officer:
I. R. Barkla
Archivist:
I. R. Barkla
Photo Archivist:
R. Bruce
Film Group:
Chairman/Projectionist, R. Seccombe
Archives: P. Lord, D. Milk, P. Alder
Syllabus Items Committee:
M.Schrader, G. Chandler
Recordings:
C. Craig, M. Schrader
Membership Officer:
C. Einsiedel
Carriage Preservation Group:
Chairman: K. Clark
Members: T. Clark
D. Potts
Duplicator Operator:
R. Gilbert
Publications Committee:
R. Alexander
R. Whitehead

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Presidential Report

The fiscal year 1970-71 ushered the Victorian Division into its second quarter century and its fifth year of incorporation as a Company Limited by guarantee.

The motto of the Society, (now in its 39th year) may be freely translated as ''History of the Nation revealed by study of the phases, modes and events which mark establishment and development of travel and transport by its railways'', and it is in this context that we look at the numerous Divisional activities contributing to their essential parts - researching and observing, reporting and discussing, recording and preserving, exhibiting and publishing, planning and projecting, organising and financing and last, but by no means least servicing the Membership and Administering the Company as required by the laws of the State.

The reports which follow, prepared by the Officers of the various committees, summarise and present the activities and progress achieved in the year. The hours of relaxation which are enjoyed in the various processes are readily imagined but it is all too easy to overlook the demands on time and energy beyond the enjoyment stage, which is the lot of those devoted members who plan, organise, oversee and record the carrying through of the projects and those who tackle the mundane and often frustrating tasks necessary to maintain continuity of the Society's business affairs and to improve the processes for ultimate benefit to all of us.

Two such members who have given freely of their services and accommodation over many years are Ian Barkla (Archivist, - he also carried out the Mailing Officer's duties with distinction) and Claude Einsiedel (Membership Officer and Sales Officer - the Division's only Life Member and, subsequent to the year under review, recipient of the British Empire Medal announced in recent Queens Birthday Honours List).

Ian resigned his positions at the close of the year. To each of them I tender the grateful thanks and appreciation of the Membership.

Beyond our own ranks we enjoy the co-operation of Kindred Societies in matters of common interest and instigate joint action where applicable.

We anticipate this happy and mutually profitable relationship will hold in the years ahead - Thank you.

Obviously a substantial part of our interests concern the Railways of the State and the goodwill evinced and the help freely given by the Commissioners, Officers and Staff of the Victorian Railways in the many facets of activities leading to early consummation of our efforts and ultimate achievement of our goals, is gratefully acknowledged by the Society.

Reverting now to our domestic affairs, the five years of incorporation has produced its own strains in that legal obligations demand a streamlining of some business processes. The result frequently appears as an intrusion into already established, workable and productive activities when exactly the opposite is sought.

However, as becomes a virile Society, the challenges, the thoughts stimulated and conferences generated inevitably produce the all round understanding and essential tolerance required

for the complete solution. Expanding the field and logically carrying the latter forward, Council has set up an ad hoc committee to review with legal advice, all provisions of the Articles of Association.

The Division's monthly publication, "Divisional Diary", now in its fourteenth year, is now produced under a charter which embodies the Society's policy - a necessary formality in fairness to all concerned with the work.

At the request of the Museum Committee, action is being taken to produce soon, a charter for the consolidation, operation and expansion of the Railway Museum at North Williamstown.

Here the ramifications of the undertaking demand the placing on record - with clarification as necessary - the relevant commitments, proven methods, present and future aims and policy for implementation, all in the interests of safeguarding what has been done, strengthening where practicable what is in progress and widening the horizon and raising the sights for the future.

It has been my privelege to take the chair at all meetings of the Council since election as President twelve months ago. The Society has been very well served by a loyal band of Councillors in that period. We commenced the year one Councillor short but Roderic Smith was subsequently co-opted to fill the vacancy.

Ian Sloggett had to relinquish the Honorary Treasurer's responsibilities when a step up in his career necessitated a move Interstate. Murray Breach offered to undertake the duties of Hon. Treasurer and was appointed by Council.

Darren Room tendered his resignation as Councillor owing to pressure of other commitments and Graham Chandler accepted Councils invitation to take up the position and was duly appointed a Councillor.

To those who have left and those who have joined Council I convey the Society's sincere thanks.

My predecessor, Immediate Past President, Donald Potts, has been a quiet mentor, able co-operator and purveyor of object lessons in getting things done, in all a tower of strength.

Vice Presidents William Rapley and Michael Schrader have brought commercial experience and knowledge in the field of Transport and Society affairs to the Council table.

Councillors Eric Quinlan and Eldon Hogan contribute from wide knowledge of railway operations with advice on financial and procedural affairs coupled with long experience in the Society.

Ron Alexander, former Treasurer, Membership and Sales Officer and presently active in publications has a wealth of experience applicable to most situations.

Warren Doubleday has undertaken the work of Federal Secretary in addition to his Council responsibility and most recently is active (since Darren Room resigned) as Editor, with members Robert Carlisle and Victor Isaacs in maintaining production of "Divisional Diary".

Finally (and for emphasis - advisedly) our Honorary Secretary Robert Whitehead - a tiger for work and man of many parts, always ready to go the extra mile (or two) to achieve a satisfactory end result.

Mention must also be made of the very many other members, too numerous to name, who actively help in so many ways. Museum Committeemen, gatekeepers and workers, tours organisers, booking officers and car captains, door keepers at entertainment meetings, and the many others who

make up the various committees.

My personal thanks to them all.

The active assistance of many more members is necessary for the continuation and expansion of Society activities and services. Additional help is needed in many fields, particularly in connection with our Museum activities. Our Museum can be regarded as being a shop window through which many members of the public gain their first glimpse of Society activities, and as such could be regarded as worthy of much greater support.

J. C. Brough
President.

Secretary's Report

Membership

A total of 110 membership applications were accepted, which, after resignations (21) and non renewals (30) etc., brought Membership figures up to 782 compared with 730 at the end of the previous financial year. A net gain of 52 resulted in the highest membership figures in the Society to date.

Entertainment Meetings

Our monthly Entertainment Meetings continued to be held at the Victorian Amateur Cine Society Theatrette throughout the year, most gatherings being well attended.

Syllabus Items presented during the year were as follows -

May 1970	Development of Track Maintenance on the V.R.	Mr. D. Wade, C.M.E.
June 1970	Films from the Society Archives	Film Group
July 1970	The Last Ten Years of Steam. Illustrated talk	K. Turton
August 1970	no meeting (power strike)	
September 1970	25th Anniversary Address. - Early Years of the St.Kilda and Brighton Electric Trams also Slides of the "Western Endeavour"	Rev. L. Marshall-Wood E. Hogan
October 1970	Slides and Movies of American Railways	H. Dunn
November 1970	"The Serviceton Smash"	J.L. Buckland
December 1970	Annual Film Night	
January 1971	Railways in South Africa. Slides & Movies	L. Crow & G. Watsford
February 1971	Railways in Europe. Slides	M. Dahlstrom
March 1971	Cable Trams of Melbourne	J. Keating
April 1971	Railway Slides in "3 D"	E. Kinsman

The August entertainment Gathering was cancelled due to a ban on the use of power for lighting, caused by an industrial strike. Your Council has since taken steps to arrange to hold gatherings using emergency lighting, should the same condition arise in the future.

Competitions

The 1970 C.D. Gavan Duffy Competition for colour slides attracted 71 slides from 7 entrants

in Victoria, an encouraging increase in interest compared with previous years.

The competition was won by an entry of a Queensland member, while a third prize went to Victorian member M. Schrader.

The 1971 C.C. Singleton Competition for Black and White photos attracted several entries from Victorian members. Unfortunately, Victorian entries could not be included in the final judging, due to a delay in postal despatch.

Storage and Display Space

Further working bees at Windsor Station room during the year included painting, demolition of an interior dividing wall, and assembly of steel cupboards and shelving. It is expected that the room will be in use early in the near future, following final work by the Victorian Railways.

25th Anniversary Celebrations

Probably the most important event to take place during the year was the celebration of the 25th Anniversary of the Society, in September 1970.

In all, 115 members and friends, including twelve former Presidents of the Society, attended the 25th Anniversary Dinner. Official Guests included Mr. L.A. Reynolds, V.R. Commissioner, and Mrs. Reynolds, and Mr. I. Hodges, Chief Electrical Engineer, and Mrs. Hodges. The Dinner program included a screening of films by the Film Group.

At the Entertainment Gathering in September 1970 Guest Speaker was Rev. L. Marshall-Wood an early member of the Victorian Division, who had spoken to members at one of its earliest meetings.

The 25th Anniversary Tour proved to be a highlight of the celebrations, details of which are included in the Tours Report.

An exhibition of three weeks duration was staged in the State Savings Bank Building, Elizabeth Street, Melbourne. This exhibition, which depicted many facets of Society activities and Railway History, attracted much attention, and favourable comment.

An Anniversary edition of Divisional Diary carried an article detailing Society progress.

An "Open Day" was arranged for members at the museum.

Displays and Exhibitions

The Society has received several requests in the past for assistance in staging Exhibitions or displays. During the year the Society participated in Exhibitions at Wangaratta, Korumburra, and the Australian Model Railway Association Exhibition at Camberwell.

It is considered that this is a worthwhile means of bringing before the public the activities of the Society, particularly in the fields of preservation and research. These displays have resulted in much more general interest in Society activities, additional membership applications etc. It is hoped that this activity can be continued and expanded.

Advertising

During the year negotiations were successfully concluded resulting in a notice of Society activities being placed in the Victorian Railways publication, "Train Times".

Geelong Subdivision

The formation of the Geelong Steam Preservation Society, in April, 1970, for the purpose of taking over, and running, the Belmont Common Railway project, and the subsequent incorporation of

that Society brought to a close the Victorian Division's active association with this project.

The Division sponsored the incorporation of the G.S.P.S. as a Company and enjoys corporate membership of the Geelong Steam Preservation Society.

It is hoped that some means will be found in the near future enabling Geelong district members of the A.R.H.S. to gather together informally as desired to pursue common interests.

General

The Society has continued to enjoy close liason with many kindred bodies, including the Royal Historical Society of Victoria, with whom we are affiliated, the National Trust, Puffing Billy Preservation Society and many others.

The Division was represented by your Secretary at the official functions of the Tasmanian Government Railways Centenary Celebrations at Launceston in February 1971.

It is pleasing to report that there has been a steady increase in active supporters for many of the Society activities, although, unfortunately, two activities in particular have suffered from lack of members coming forward to actively assist and organise, namely the Research Group, and Slide Competitions.

It is hoped discussions now taking place with individual members will rectify these deficiencies.

The response to the special appeal for helpers, circulated as part of the 25th Anniversary Celebrations was disappointingly low, although as a result several additional active helpers were contacted.

R.K. Whitehead
Hon. Secretary

Tasmanian Sub-Division Report

Highlight of the year for the Tasmanian Sub-Division was the T.G.R. Centenary. The Sub-division was represented on the Centenary Committee by members Robin Wyly and Ken Flood, Robin being elected Chairman of the T.G.R. Committee.

Early last year a committee of Sub-division members was formed, and proposals submitted by this group formed the basis on which the Centenary Committee worked. Congratulations were extended to the General Manager of the Tasmanian Government Railways and to Mr. Robin Wyly for the running of a most successful venture.

Sub-division meetings continued to be held at Launceston and Devonport, syllabus items being slides and films. In December a barbecue and film night was held when approximately 30 members, wives and friends saw the film, "The Reluctant Maiden".

Our monthly publication, "Tasmanian Rail News", is gradually increasing in popularity, the subscription list now totalling 78. It is hoped that during the coming year several new names will appear on the list of contributors. To all our regulars we extend our thanks, and look forward to your continued support.

Grateful thanks are extended to our Secretary, Charlie Goodwin, for a job well done, and to all others who helped to make the year a successful one.

Museum Committee Report

Museum activities during this year were mainly devoted to improvement of the existing exhibits. A Sheffield motor trolley and a weed poisoning trolley were the largest items received. However the scope of the Museum was broadened by the setting up of displays of photographs and other small items in the upper floor of the signal box. Further assistance in this field would be most welcome.

Plans for roofing part of the Museum area were further advanced, with additional money going into the Museum Roofing Fund. Useful discussions were held with an architect member of the Society regarding various designs of roof for this project.

Electric lighting of the area, which had been cut off to allow the placing of the signal cabin, was restored and improved. Our thanks go to Middendorp Electrics and others who carried out this work. The signal box guttering and down pipes were also made good.

Since the opening of the Museum, lawn mowing has been done by various members using their own mowers. Stones, ballast etc. in the grass have sometimes caused damage to these private mowers, and therefore a Victa motor mower was bought for use at the Museum. This should allow more frequent mowing of the area. Tidying up around the entrance ramp and the planting of hardy flowers and succulents near the gate were also undertaken.

Owing to increased pressure of business, Mr. G. Dye was forced to give up the position of Secretary to the Museum Sub-Committee. This position has been taken over by Mr. W.A. Pearce, and Mr. G. Brown has become Works Officer. Otherwise there has been no change in the personnel of the Committee.

Attendance at the Museum during the year was almost 24,500, a slight drop on last year's figures, but the number of adult visitors showed an increase. Since the opening of the Museum in 1962 it has been visited by 196,000 people. Distinguished visitors during 1970-71 included the well known British railway photographer Dr. Ransome-Wallis, who was the leader of a party of British enthusiasts who visited this country in September 1970, and also Sir Peter Allan, Chairman of Imperial Chemical Industries, the writer of many books on railways.

In addition to the regular days of opening, on Saturdays, Sundays, and Public holidays, the Museum was opened on 46 occasions during weekdays for visits by more than 60 separate school and kindergarten parties.

Restoration and repainting continued, the long spell of warm weather in the autumn being most useful in this respect. No. 2 Crane locomotive, locomotives J556 and F165 were all being restored, with the J class nearing completion. Repainting of locomotives A2.995 and R.704 was completed during the period and work continued on locomotives H.220, D4.268, E.236, and carriages 8M and "Torrens". The guards compartment of carriage 8M was made available for public inspection, which included the fitting of a grill door to the driver's compartment to allow viewing of the driving controls.

All internal partitions installed in carriage 11AA when in use as a workman's sleeper, have now been removed to restore this vehicle to something like it's former saloon carriage appearance. It is planned to set up a display of photos and other items of interest in this carriage.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Councillors' Report

Your Councillors submit their fourth Annual Report and the audited accounts for the year ended 30th April, 1971.

The current year's activities resulted in an increase of $388 in the Accumulated Funds, representing a surplus from tours of $1351 less a loss of $963 in general activities of the Society.

The operations of the Museum resulted in a surplus of $2877 for the year but with the transfer of an additional $ 4000 to the Reserve Fund for Museum Roofing the Preservation Fund was reduced by $1123.

The $4000 set aside for the Reserve Fund for Museum Roofing was invested in Special Bonds during the year and the interest earned on these and on the Bonds purchased last year has also been credited to the account to be invested at a later date.

The Carriage Restoration Fund showed a net increase of $193 for the year representing income of $214 less restoration expenses amounting to $21.

The loss on general activities of the society was $963 an increase of $944 over the previous year. This was due to a large increase ($1518) in Administrative Costs, the costs of the 25th Anniversary Celebrations ($478) and the renovations of the Windsor Station Room ($337). Income from sales of records and publications increased by $2054 and helped to reduce the overall deficit.

The costs of production of the "Divisional Diary" were kept under constant surveillance and with the co-operation of all concerned the deficit was held to $62.

In the opinion of the councillors, the results of the operations of the Society for the year ended 30th April, 1971 as shown by the Society's Income and Expenditure Statements, have not been materially affected by any items of an abnormal character.

No circumstances have arisen which render adherence to the existing method of valuation of assets and liabilities of the Society misleading or inappropriate.

No contingent liabilities have been undertaken by the Society, and no contingent liabilities have been enforceable, or are likely to become enforceable within the next period of 12 months, which will materially affect the the Society in its ability to meet its obligations as and when they fall due.

During the year ended 30th April, 1971 in accordance with the Provisions of Clause IV of the Memorandum of Association of the Society, no dividends were paid, declared or recommended.

Melbourne - Twenty-fourth day of June, 1971

On behalf of the Council
J. C. Brough - President

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Balance Sheet as at 30th April, 1971

1970					
$				$	$
	SOCIETY FUNDS				
15373	Accumulated Fund (Statement Attached)				15761
2816	Preservation Fund (Statement Attached)				1693
4095	Museum Roofing Reserve Fund (Statement Attached)				8391
254	Carriage Restoration Fund (Statement Attached)				447
$22538					$26292
	THESE FUNDS ARE REPRESENTED BY –				
	Current Assets				
14967	Commonwealth Savings Bank			17230	
17	Bank of New Zealand			-	
1207	Debtors:- Trade		1201		
1931	Other & Prepayments		372	1573	
6275	Stock on hand (at lower of cost or net realisable value)			6620	
131	Tours Expenditure Paid in Advance			2872	
24528					28295
	Less Current Liabilities				
1125	Membership Subscriptions in Advance			1089	
1400	"Bulletin" Subscriptions in Advance			1328	
1276	"Divisional Diary" Subscriptions in Advance			1190	
2317	Creditors:- Trade		4920		
1976	Others & Provisions		710	5630	
1979	Tour Receipts in Advance			5196	
-	Bank of New Zealand			12	
10073					14445
	Plus Non-Current Assets				
	Deferred Assets				
361	Loan to Geelong Steam Preservation Society			1000	
	Investments				
1000	Commonwealth Special Bonds (at cost)			1000	
	Museum Roofing Reserve Fund:-				
4000	Commonwealth Special Bonds (at cost)		8000		
-	Commonwealth Savings Bank		391	8391	
5000					
	Fixed Assets				
1609	Library, Furniture & Equipment (at Council Valuation 17th July, 1967)		1609		
845	Library, Furniture & Equipment (at cost)		845		
-	Plus Additional Equipment (at cost)		89		
2454			2543		
692	Less Accumulated Depreciation		972		
1762				1571	
	Intangible Assets				
2180	Renovations to "Yarra Car" (at cost)		2180		
1220	Less Accumulated Provision for Amortisation		1700		
960				480	
8083					12442
$22538					$26292

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Supplementary Statements

1970 $		$	$
	ACCUMULATED FUND		
11332	Balance at 30th April, 1970		15373
19	Less Deficit as per Income Expenditure Statement	963	
4060	Plus Surplus as per Tours Income & Expenditure Statement	1351	
4041	Surplus for Year		388
$15373	Balance at 30th April, 1971		$15761
	PRESERVATION FUND		
5523	Balance at 30th April, 1970		2816
1293	Add Surplus as per Museum Income & Expenditure Statement		2877
6816			5693
4000	Less Transfer Museum Roofing Reserve Fund		4000
$ 2816	Balance at 30th April, 1971		$1693
	MUSEUM ROOFING RESERVE FUND		
-	Balance at 30th April, 1970		4095
4000	Transfer from Preservation Fund		4000
95	Interest on Commonwealth Special Bonds		296
$ 4095	Balance at 30th April, 1971		$8391
	CARRIAGE RESTORATION FUND		
250	Balance at 30th April, 1970		254
92	Add Income for Year		214
342			468
88	Less Restoration Expenses		21
$ 254	Balance at 30th April, 1971		$447

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Income and Expenditure Statement for Year ended 30th April, 1971

1970 $				$	$
	INCOME				
1573	Surplus on Sale of Records & Publications (see note 1)				3627
107	Surplus (Deficit) on "Divisional Diary" (see note 2)				(62)
1716	Membership Subscriptions				1865
2227	"Bulletin" Subscriptions		2378		
55	"Bulletin" Sales		40	2418	
(2101)	Less cost of Bulletins			2289	129
50	Joining Fees				57
415	Bank Interest				25
143	Interest on Commonwealth Special Bonds				48
20	Donations				51
139	Proceeds from Auction Night				-
-	Library Fees				13
4344					5753
	LESS EXPENDITURE				
	Direct Service to Members				
206	Meeting Room Rental	194			
(41)	Less Door Fees	29	165		
18	Library		-		
18	Depreciation of Library Books		18		
18	Slide Competition		14		
18	Depreciation of Slide Projector		18		
53	Annual Film Night		66		
290				281	
	Administrative				
959	Postage & Telephone		1625		
300	Distribution & Mailing		300		
253	Printing & Duplicating		1051		
1142	Stationery		922		
131	Insurance		62		
120	Audit Fee		280		
500	Accountancy Fee		500		
37	Federal Secretary Expenses		39		
71	Depreciation of Furniture & Equipment		83		
122	Other Expenses		291		
3635				5153	
	Group Expenses				
5	Film Group	87			
40	Depreciation of Equipment	40	127		
11	Research Group	9			
59	Archives	58	67		
27	Recording Group	52			
121	Depreciation of Equipment	121	173		
-	Museum - Dodge Car		100		
(2)	Trackwork Construction A.S.G. Locomotive		-		
261				467	
	Other Expenses				
177	Paintings donated to Commonwealth Railways		-		
-	25th Anniversary Expenses		478		
-	Windsor Station Room Expenses		337		
177				815	
4363					6716
$ 19	Deficit for the Year Transferred to Accumulated Fund				$963

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Income and Expenditure Statement for Year ended 30th April, 1971

NOTES TO AND FORMING PART OF THE ACCOUNTS

1970 $			$	$
	(1)	**Surplus on Sale of Records & Publications**		
6551		Sales		11271
		Less cost of Goods Sold		
3904		Stock on hand 30/4/70	4634	
62		Adjustments to Stock - understated	-	
5770		Purchases	7445	
9736			12079	
(4900)		Less Stock on hand 31/4/71	4435	
204		Stock of Society Ties written down	-	
5040				7644
1511		Gross Profit		3627
62		Add Adjustment to previous years surplus due to understatement of stock		-
$1573		Surplus for Year		$3627
	(2)	**"Divisional Diary"**		
1793		Subscriptions		2195
418		Sales		480
2211				2675
		Less Cost of "Divisional Diary"		
4		Stock on hand 30/4/70	321	
163		Adjustment to Stock - understated	-	
2409		Cost of Publication	2935	
12		Other Expenses	17	
2588			3273	
321		Less Stock on hand 30/4/71	536	
2267				2737
163		Less Adjustment of previous year, due to understatement of stock		-
$ 107		Net Surplus (Deficit) for Year		(62)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Museum Income and Expenditure Statement for Year ended 30th April, 1971

1970 $			$	$
	INCOME			
3956	Gate Donations & Booklet Sales		3757	
(639)	Less Cost of Booklets etc. Sold		409	3348
10	Donations			59
2399	Revenue from Film Sales		2564	
(1940)	Less Cost of Film Sold		2069	495
74	Bank Interest			136
3860				4038
	LESS EXPENDITURE			
	Current Operations			
164	Night Patrol		232	
30	Electricity		6	
29	Rates & Rent		29	
32	Administration		56	
40	Insurance		32	
125	Ticket Printing & Advertising		120	
435	Paint		188	
302	Other Materials		335	
(49)	Less Insurance Claims		-	
62	Other Expenses		77	
1170			1075	
	Major Works			
950	Transport of Signal Box	-		
83	Steps for Signal Box	-		
270	Transport of Compressor	-		
94	Signs	-		
-	Repairs to Signal Box	86		
1397			86	
2567	Total Expenditure			1161
$1293	Surplus for Year transferred to Preservation Fund			$2877

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

Tours Income and Expenditure Statement for Year ended 30th April, 1971

Tours	Net Revenue	Transportation Railways	Transportation Other	Refreshments	S.P.C.C.	Refuelling	Other Direct Cost	Surplus or (Deficit)
Western Mountains Explorer	2805	2153	25	394	19	15	197	2
Healesville	681	354			54		131	142
Wycheproof	3242	2196	25	272	59	35	154	501
Suburban Mystery	338	235					101	2
25th Anniversary (Bendigo)	3922	2289	286	281	126	16	105	819
Swan Hill	2934	2095	13	230	51	20	267	258
Newlyn	1609	1117		192	51	19	72	158
Mornington Peninsula	341	350			21	10	97	(137)
Belgrave	185	154					1	30
Geelong Suburban	443	318					39	86
Tasmanian	2750	2614					76	60
Bordertown	1710	1697		347			29	(363)
Easter 1971 (Adelaide)	5349	3660	32	1512			20	125
	$26309	$19232	$381	$3228	$381	$115	$1289	1683
General Revenue						171		
Less General Expenses						163	8	
Amortisation of Yarra Car						480		
Less Charges for use of Yarra Car						140	(340)	332
Surplus for the year Transferred to Accumulated Fund								$1351

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION

Statement by Councillors

We, James Charles Brough and Peter Murray Breach being two of the Councillors of the Australian Railway Historical Society, Victorian Division, do hereby state that in the opinion of the Councillors, the accompanying Statements of Income and Expenditure are drawn up so as to give a true and fair view of the results of the activities of the Society for the year ended 30th April, 1971, and that the accompanying Balance Sheet is drawn up so as to exhibit a true and fair view of the state of the affairs of the Society at 30th April, 1971.

Signed on behalf of the Council at Melbourne this Twenty-fourth day of June, 1971

J. C. Brough - President
P. M. Breach - Hon. Treasurer

Declaration by Secretary

I, Robert Kingsley Whitehead, Secretary of the Australian Railway Historical Society, Victorian Division, do solemnly declare that the accompanying Balance Sheet and Statements of Income and Expenditure of the Society are to the best of my knowledge and belief correct.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act of Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at Melbourne in the State of Victoria)
this 30th day of June, 1971) R. K. Whitehead
before me, N.J. Brown
A Justice of the Peace.

Auditors' Report to the Members of the Australian Railway Historical Society - Victorian Division

In our opinion -

(a) The accompanying Balance Sheet and Income and Expenditure Accounts are properly drawn up in accordance with the provisions of the Companies Act 1961 and so as to give a true and fair view of the state of the affairs of the Society at 30th April, 1971 and the results for the period ended on that date, and

(b) the accounting and other records, (including registers) of the Society examined by us are properly kept in accordance with the provisions of the Companies Act 1961.

Melbourne - 8th July 1971 - C.W. Stirling & Company, Chartered Accountants

Negotiations were completed for the acquisition of three early type carriages, also a Dodge Inspection Rail Motor, to be added to the exhibits in the future.

Unfortunately the Museum was broken into on three occasions by vandals who caused some damage to exhibits and destruction of some books and tickets. This was the first occurrence of this type of damage.

To celebrate the 25th Anniversary of the formation of the A.R.H.S., a special open weekend was held in September, but there was a disappointingly small attendance of Society members at this function.

A survey was taken amongst members earlier this year to ascertain their thoughts on items for possible preservation in the Museum. Some interesting and useful suggestions were received, but the overall response was poor. The results of this survey will be published later.

We again express our thanks to the Commissioners and the staff of the Victorian Railways for their help; to workers, gatekeepers and others directly involved at the Museum; to those who have expressed interest and offered advice, and to those members of the A.R.H.S. and also the A.R.E. who have helped with the Film Sales Service.

Tours Committee Report

The year began with a weekend tour, "Western Mountains Explorer", which visited Warrnambool, Port Fairy, Hamilton, Ararat, Avoca, Maryborough and Castlemaine. A feature was the provision of additional carriages between Warrnambool and Port Fairy to accommodate a large party of interested local passengers. Sleeping cars were not used, accommodation overnight being at Hamilton, in Hotels and Motels.

Our short Sunday afternoon tour in June to Healesville proved quite popular.

The day tour to Wycheproof in July included the movement of our train through the town at Wycheproof where the railway is located in the main street, a feature of interest for photographers.

A suburban "Mystery Tour" in August used Diesel Electric Rail Motors and Trailer in place of the planned four car walk through "Harris" set hauled by R Class loco due to patronage falling below expectations.

The Society's 25th Anniversary Tour in September, to Bendigo, featured the use of two R class locomotives doubleheading, and "set back" photo runs. These features were made possible by the co-operation of the Victorian Railways Commissioners providing the second R class loco from storage, and made specially available for this tour, and permitting the special safeworking arrangements for setting back on the double line track. Another feature of this tour was a tour of the Bendigo tram system, using all available trams. Patronage of 702 was only slightly less than that of our most highly patronised tour, to Timboon in 1969.

A return visit to Swan Hill and the well known Folk Museum in October was enjoyed by all who took part. A second R class loco was used as a "relay" engine from Bendigo to save overall journey time.

The visit to Newlyn, via North Geelong, in November proved quite popular, when a K double headed with the R between North Geelong and Ballarat.

Unfortunately, patronage of the tour of the Peninsula lines in December was not as high as had been expected. This tour included the first visit by the Society to the new Long Island railway.

The visit to Belgrave for the Annual Film night included the use of a four car ''Harris'' electric walk through set and D3 locomotive.

During January, in the period when steam locomotives may not generally be used due to the fire risk, a tour of the Geelong Industrial Sidings was undertaken using two D.E.R.M.s and Trailers. A feature of this popular tour included parallel running between Newport South and Werribee on the then recently completed double track two way running lines.

During February a party of Society Members visited Tasmania to take part in the Tasmanian Government Railways Centenary Celebrations, when a large number of special steam hauled trains ran over an extended period.

The Society, with the kind co-operation of Tasmanian members, took part in a number of functions, and was able to organise a special tour from Launceston to St. Marys.

Low patronage of our day tour to Bordertown in March, and unexpected cancellations resulted in a heavy financial loss for this tour, but was nevertheless enjoyed by all who took part. Council has determined a policy which it is hoped will help decisions in future similar circumstances.

In April, a party travelled to South Australia for the Adelaide Easter Steam Festival, organised to mark the occasion of return to traffic of engine 621 after restoration made possible by public donations.

Unfortunately several of the day trips planned from Adelaide had to be curtailed when continuing dry weather conditions prevented the use of steam engines.

Although the overall patronage of tours for the year was higher than that of the previous year, overall surplus revenue from tours was lower. This difference was mainly due to there being a greater number of tours on the program which although costed at a break even point, were not expected to result in good profits when planned. Unavoidable increases in costs of postage, printing, and engine servicing also contributed to the decrease.

Despite difficulties which have come to light in running steam tours on a railway system almost completely dieselised, your Tours Committee feels that the tours program for the year provided interest for all members, providing for ''railfan'', historic and tourist interests.

The Tours Committee is confident that an interesting and varied program of rail tours, steam or otherwise, can continue to be provided and will continue to be as well patronised in the future, as in the past.

Some diversification of steam tours has been brought about by the introduction of the fire ban period during the summer months in recent years, when only non steam hauled tours can be run.

Since the demise of steam from regular rail services there has been a marked increase of interest in country areas in steam hauled tour trains. We hope to cater for this interest by continuing to provide short journey local travel for country areas visited, including the utilisation of steam engines temporarily based in country areas in conjunction with the Steam Preservation Co-ordinating Committee.

Your Tours Committee has continued to be closely involved, through the S.P.C.C., with the

running of the "Vintage Train" and tours co-ordination with kindred bodies.

Tours 1970-71

Date	Destination	Organiser	Passengers
May 9th-10th 1970	Western District	M. Schrader	279
June 28th 1970	Healesville	R. Smith	332
July 25th 1970	Wycheproof	D. Potts	324
August 15th 1970	Suburban Mystery	J. Michelle	141
September 13th 1970	Bendigo	M. Schrader	702
October 24th 1970	Swan Hill	D. Potts	283
November 28th 1970	Newlyn	D. McLean	303
December 8th 1970	Belgrave	R. Smith	282
December 12th 1970	Mornington Peninsula	M. Michelle	116
January 16th 1971	Geelong	D. Potts	137
February 12th/14th 1971	Tasmania	R. Whitehead	101
March 13th 1971	Bordertown	W. Doubleday	106
April 8th-13th 1971	Adelaide	M. Schrader	81
Total 13 tours	2998¼ miles	3187 passengers	
(previous year 13 tours	4151 miles	2681 passengers)	

The Society has now organised a total of 155 tours. Total mileage 60,505. Yarra Car was used on 8 Society tours. Locomotive D3 639 was used on 2 Society tours.

Carriage Preservation Committee

Chairman: T. Clark; Messrs. D. Potts, K. Clark.

During its fourth year of existence, meetings of the Carriage Preservation Committee were held under the Chairmanship of Tom Clark with Don Potts as Secretary-Treasurer and Council Representative, and Kevin Clark, Museum Liason. Consideration and investigation has continued to be given to the desirability of retention and restoration of additional passenger rolling stock. It is obvious, that to protect acquisitions from deterioration from the weather and the increasing incidence of vandalistic destruction, a roofed security area should be considered. The restoration program continues behind schedule due to numerous other Society duties of the Committee members.

Refreshment Car

For some time, consideration has been given to the more convenient provision of meals en route on tours, particularly on extended tours to more remote areas. Plans have been discussed for the possible conversion of a carriage to more readily adapt it to the service of food and refreshments, by the provision of a kitchen and serving area and other amenities. The V.R. has agreed to temporarily set aside a carriage for this purpose, pending finalisation of proposals.

No. 45 ABL:

Restoration on this 70 year old composite, first and second class, country branch line

carriage, has progressed slowly in the second class section. A number of windows, including irreplaceable and Sand blasted panes have been broken by vandals. The Committee hopes to speed up the work on this carriage during the forthcoming year.

Yarra Car

Since Yarra Parlor-car was restored by the Society in 1964, this historic vehicle has travelled almost 26,000 miles. Plans for its withdrawal last July for exterior repainting and repairs were deferred when the costs of $1,000 quoted by the Department were more than double the amount anticipated. It is now expected that Yarra will enter Newport Workshops within the next six months to be restored similarly to its current appearance. Deletion of costly scroll work will result in considerable savings.

Yarra Car was used on a total of 12 tours, 3346 miles. - Vic. Div., A.R.H.S. - 8 tours. A.R.E. - 2 tours, Hiring for T.V. Film trains - 2 trips. Since restoration, Yarra Car has been used on 72 tours, 25,125 miles.

Fund Raising

Special Fund Raising efforts conducted by the Committee have continued to more than meet restoration expenses. A grand total of $854.40 has been raised including $213.40 during the year. Thanks are extended to those who patronise our Number Plate Competitions.

General

The Committee proposes to request the Department to retain in running condition, a four-car swing-door, electric suburban set consisting of 4M (built, 1887, oldest electric motor carriage), 78M (last former first class electric motor carriage in service), 12BT trailer carriage and 24D, driving trailer. This consist would enable two or four car working. The Committee, assisted by members of the S.P.C.C. Engine Cleaning team are currently repainting 8M, on static display at the A.R.H.S. Museum. The Committee was encouraged by comments received referring to its participation in the Division's 25th Anniversary Display at the State Savings Bank last year.

Research and Archives

Although no formal meetings for Research were held, a number of members continued active research projects, both of their own interest and to aid enquiries received by the Society.

Unfortunately a Research Secretary was not found during the year.

A very successful Field Day was organised, in conjunction with the Warragul and District Historical Society, to inspect the route of the former Noojee Railway. The opportunity was also taken to inspect the Warragul Museum, which contains several items of railway interest. More than fifty members and friends took part.

Plans have been discussed for further such outings.

A number of valuable and interesting items were received during the year to add to our Archives collection, which continued in the care of Society Archivist Ian Barkla.

Further progress was made with sorting and cataloguing the items from the L. Poole Collection. It is hoped that this task can be completed when the Archives section is moved into the Windsor room.

Publications Committee

The most important activity of the Publications Committee during the year was the arrangements for the distribution of the book "The Great Southern Railway", written by Dr. K. Bowden. A serious delay in delivery occured when the first print had to be rejected as not being up to the standard of printing considered essential by both Dr. Bowden and the Publications Committee. The second printing by another printer proved most acceptable in terms of quality of printing. It is pleasing to report that this book has enjoyed a very good market with 353 prepublication orders, and a further 396 copies sold since publication.

Several other publication projects received attention during the year, and some are slowly reaching the stage of production, while a number of plans for possible production have been under consideration.

Divisional Diary

Early in the year Mr. John Dawes was appointed editor of D.D. but not long afterwards he found it necessary to relinquish the position when advancement in his profession entailed a move to a country district.

Mr. Darren Room assumed the position of Editor, but towards the end of the fiscal year also found it necessary to relinquish the position due to heavy commitments of his profession.

The Society offers it's sincere appreciation to both these members for their efforts in further advancing the publication of D.D.

Divisional Diary is at present being produced by an interim editorial committee.

Considerable reshaping of the magazine, both in style and format, has taken place during the year. A change to an enlarged format was found to be possible at very little extra cost for paper with the printing process now being used. This has enabled larger photos to be printed and an increase in news content.

During the year an effort was made, successfully, to increase the numbers of members involved in the production of D.D. This increase has been reflected by a wider news coverage and much better pictorial content.

Subscription numbers remained steady at 712, but shop sales increased during the year to over 140.

A.R.H.S. Film Group

Film Group Committee: Administrative Officer: Roger Seccombe

Committee: Peter Alder, Vance Findlay, Jim Kerley, Peter Lord, Barry Merton, David Milk

The year 1970/1 saw a revival of activity in the Film Group. However, at the close of the financial year, the most restricting factor in expansion and diversification of the Group's functions is still the lack of regular helpers.

Screenings

The improvement in film screenings started in 1970 has been carried over into 1971: two

general screenings have been programmed for June and September at the monthly entertainment meetings. The Group also provided a programme of films at the official dinner to celebrate the Society's 25th Anniversary in 1970. The general screenings continue to provide members with broad-based railway programmes of films from members and commercial sources.

The 1970 Annual Film Night was again held successfully at the Cameo Theatre, Belgrave. The combination of steam hauled train and railway film programme seems to prove a popular attraction with members. The 1970 Night featured the steam action western: ''The Good Guys and the Bad Guys'', supported by a 35mm short from the Archive: ''Building of the Transcontinental'' and with the generous help of Columbia Pictures, a second short which included steam rack railways in Switzerland. The ready assistance and co-operation of the Manager of the Cameo and his wife: Mr. and Mrs. Don McWhirter is gratefully acknowledged.

Production

On 13th September, 1970, the Group filmed its second official railway production on behalf of the Society: a record of the twenty-fifth anniversary tour to Bendigo. Manpower problems, however, have delayed release of the film. It is hoped in due course to make available copies of the film on 8 and 16mm if members' interest justifies sale of prints.

Continuing sales of ''Seven-O-Four'', the Group's official film of the last run of R704 from Bendigo to Melbourne in October 1967 have been very satisfying and the Film Group thanks members for their support for this project.

Archives

With Council's support, work is underway to classify the 35mm films in the Film Group Archival Collection with a view to duplicating the more valuable items before deterioration of the pre-print material becomes excessive.

The 16mm collection has acquired several newsreel items over the past year from various sources, including film on the first east-west crossing on the new standard gauge by steam train, and items on the end of Victorian steam in the Bendigo area.

Where practicable, items from the 35mm Archive are included in the Annual Film Night programmes while 16mm films in the Archive are included in the general screenings.

Sales Department

General

When a sales list was first produced by this Division, in 1965, the main purpose was to give members unable to attend meetings the opportunity to purchase the numerous items of literature available as the result of publications produced for tours to various parts of the State. In fact there was very little other literature available.

In the intervening years the position has changed considerably, as in addition to what is being produced by other Divisions, the publishing houses have become interested in the railway field.

Their publications are designed to appeal to the general public, but they also have an enthusiast appeal and no opportunity is lost to include them on the Sales List to our mutual advantage.

The excellent series of large size booklets published by the South Australian Division has met a ready market here and dozens of copies have been sold to members.

Sales receipts were further boosted when the new book "The Great Southern Railway" became available. This book has found a steady market not only among members, but in shops throughout Australia, particularly in the South Gippsland area.

Two other avenues of sales to the general public have been developed over the past two years; on tours, and at the Australian Model Railway Association Exhibition, at which the Society was invited to participate. It is anticipated that there will be further opportunities of this latter feature to bring the Society to the notice of the general public.

Art Prints

Production of color prints of the paintings which were presented to the Commonwealth Rail - ways in April 1970 for hanging in the lounge cars of the "Indian Pacific" Express were made available during the year. These high quality art prints were available framed or unframed, and while response to the initial prepublication privilege price purchase plan was reasonable, sales have since been slow.

Further marketing avenues are being investigated apart from sales to members.

Records

The most significant development during the year was the production of a record of Queensland locomotive sounds, "Steam in the Sunshine State, Vol. 1" from tapes recorded by members of the Queensland Division over a long period. It is intended later to produce another record, Vol. 2, of the same title.

Work has continued on proposals for several other records for eventual release, including one which will incorporate tracks from the first Society record "Hill Talk" produced many years ago.

During the year the "Nagra" tape recorder has been on loan to the West Australian Division, where members are taping sounds of steam engines in that State from which it is hoped to eventually produce a record for general sale.

A considerable outlay is involved in the production of a record and when the potential market is limited, only the amount of voluntary effort by members of the recording groups concerned, makes the venture possible.

No further ten inch records are being pressed, this size having been phased out of the market. Of the two Society records of this size, stocks of "Narrow Gauge in South Australia" are practically exhausted and the demand does not justify conversion to a twelve inch disc. Stocks of our other ten inch disc, "Westward Ho" are still quite good as when it was learned that this size was to be phased out, a large quantity was ordered.

The technical quality of Society records is still the subject of favourable comment by record connoisseurs from many countries. This is indeed a tribute to the ability of member Charles Craig, who has supervised their production.

Sales of records during the year were as follows:

Steam on the five foot three	91	Broad Gauge Beat	5
Night Shift	108	Steam in the West	22
Souvenirs in Steam	76	Sayonara Mikado	48
Narrow Gauge in South Australia	71	Steam in the Sunshine State, vol 1.	580
Westward Ho	62	Total	1,063

This includes 310 copies of the record "Steam in the Sunshine State" which were sold wholesale to the Queensland Division of the Society. When this figure is deducted from the total, the sales from our own Division are over 80 records higher than the previous year, with sales of our first record "Steam on the five foot three", actually higher than the previous year.

Presidential Roll

1945 – 1949	*J.C.M. ROLLAND	1960 – 1961	A.C. HILL
1949 – 1950	M.H.W. CLARK	1961 – 1962	M.C.G. SCHRADER
1950 – 1951	F.F. SMITH	1962 – 1963	I.S. SLOGGETT
1951 – 1952	J.D. McLEAN	1963 – 1964	C.L. CRAIG
1952 – 1953	J.L. BUCKLAND	1964 – 1966	C. EINSIEDEL
1953 – 1954	T.W. McCAW	1966 – 1968	E. QUINLAN
1954 – 1955	R.B. McMILLAN	1968 – 1970	D.G. POTTS
1955 – 1956	G. BAKEWELL		
1956 – 1957	C.D. GAVAN-DUFFY		
1957 – 1958	R.T. SLOGGETT		
1958 – 1959	C.L. CRAIG		
1959 – 1960	M.C.G. SCHRADER		
Life Member	Mr. C. EINSIEDEL		

*Note: Foundation President of the Victorian Division.

Total Membership of the Society throughout Australia as at 31.12.70 – 2397

R.K. Whitehead
Hon. Secretary

2447/71/900

Notes

KEMERA PRESS - 211 3586

Australian Railway Historical Society
Victorian Division

ANNUAL REPORT

and FINANCIAL STATEMENT 1973-74

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION

Box 5177AA,
G.P.O. Melbourne, 3001

OFFICE BEARERS 1973-1974

President: Mr. W. C. Rapley

Vice Presidents: E. J. Hogan, D. Potts

Acting Secretary: J. C. Brough/M. J. Coxhead*

Treasurer: P. M. Breach

Council Members: R. Alexander, J. C. Brough, P. Carroll, W. Doubleday/G. McDonald*, I. Harvey/E. Quinlan*, F. Stamford

Minute Secretary: C. Kayler-Thompson

Accountant: R. Paroissien

Museum Committee:
Chairman: R. Evans
Secretary: M. J. Coxhead
Works Supervisor: R. Bruce
Committeemen: K. Clark, T. Clark, A. Harper, C. Kayler-Thompson, E. Quinlan
Minute Secretary: R. Bruce
Cashier: L. Davies
Rostering Officers: N. Burrows, J. Symonds/R. Bramley*
Film Sales Officer: V. Noble/S. Moore*

Tours Committee:
Tours Officer: R. K. Whitehead
Tours Secretary: D. McLean
Members: W. Doubleday, D. Potts, R. Smith

"Newsrail"
Managing Editor: W. Doubleday/R. Smith*
Pictorial Editor: G. McDonald
Production Supervisor: G. McDonald
News & Articles Editor: J. Dare
Editorial Assistants: G. Davis, R. Jowett, R. Weiss
Advertising Manager: R. Carlisle

Publications:
Convenor: R. Alexander
Committeemen: G. Bakewell, R. Carlisle, G. Chandler, R. K. Whitehead

Sales Department: D. Baker, C. Einsiedel

Library:
Librarian: A. Maggs
Assistant Librarian: H. Head

Mailing Officer: N. Johnstone

Archivist: R. K. Whitehead

Photo Archivists: R. Bruce, I. Harvey

Rolling Stock Committee:
Chairman: D. Potts
Members: K. Clark, T. Clark

Entertainment: P. Carroll, F. Stamford

Exhibitions: T. McCaw

Recordings: C. Craig, M. C. G. Schrader

Membership Officer: C. Einsiedel

Duplicator Operator: E. Martin

Research Officer: R. K. Whitehead

Publicity Officer: D. Potts

S.P.C.C. Reps.: D. Potts, E. Quinlan

Windsor Station Curator: M. C. G. Schrader

Film Group:
Convenor: P. Carroll
Administrative Officer: R. Seccombe
Programmer: D. Milk
Committeeman: D. Milk

Slide Competition:
Convenor: F. Stamford
Projectionist: M. Lawrence
Committeeman: A. Straffen

*See appropriate report

Cover:

The North East Centenary celebrations were the most significant the society was involved in during the year. Our cover photo shows R707 and R761 heading the packed North East Centenarian thundering towards Wodonga and a meet with the NSW train hauled by 3820.

Gary McDonald

President's Report

After the exciting year of 1972/73, it could be expected that, for our Society, 1973/74 would be an anti-climax. Due to the efforts of the usual people with the help of some new volunteers, the year was a successful year, if not spectacular.

The new Council examined at some length the venue for our entertainment meetings and finally decided to move to the B.H.P. theatrette for a trial period of one year. Attendances have increased and we are hopeful that members and visitors will show increased interest in entertainment meetings now that we have a most modern meeting place.

The combined tour with A.R.E. to Daylesford/Newlyn started off what was to be a very enjoyable tours program. As reported elsewhere, the tour to Wodonga to celebrate the centenary of the North East Railway was the highlight of our tours program. The Society was indeed privileged to take part in another tour to celebrate this occasion. I refer to the Victorian Railways Board "mini" Overland special train to Wodonga on November 19/20 when Bob Whitehead, Keith Turton and myself were invited to join with the Board in these celebrations which included the joint unveiling of special commemorative plaques at Benalla, Wangaratta and Wodonga by Mr. A. G. Gibbs, the local mayor and your President.

You will recall that the Victorian Railways, during the previous financial year, advised that the Museum would have to shift to another location and they offered a site in Market Street, Newport.

Council felt that before accepting the Victorian Railways offer, we should examine a number of alternate sites which had been put to us by members.

In November, following a suggestion put forward by Mr. R. Carlisle, a select committee, comprising Mr. "Bill" Abbott, Mr. Arthur Hill and Mr. Lindsay Davies, was given the task of evaluating all site suggestions and any other sites they considered of interest. An interim report has been received by Council. The Select Committee has certainly been involved in a lot of work as will be seen from their report. Council is quite confident that the final recommendations will be made without "fear or favour" and in the fullest interests of the exhibits and the Society.

Early in our year, the Chairman of Commissioners, Victorian Railways, Mr. George Brown, retired from that position. We would like to place on record our thanks for the friendly co-operation we have enjoyed during his years in office and to wish him well for the future.

The new Victorian Railways Board became a fact in July with Mr. A. G. Gibbs as Chairman and Mr. E. Rogan as General Manager. Mr. & Mrs. Gibbs have joined us on two of our tours (see Tours report) when they took an active part in planting a tree and launching "6½ Inches from Destiny", our Society book which was written by Keith Turton. Our thanks to Mr. & Mrs. Gibbs. To Mr. E. Rogan for his help, especially on those occasions when I've had to telephone him over some crisis which has arisen, we say thanks. Behind the Victorian Railways scenes are many people who, by their combined efforts, have contributed to our success — to these people we are also grateful.

I would be remiss if I failed to mention the help given us by our kindred societies, for they too have contributed to our year.

In the last annual report, I made an appeal for help and this was partially successful. We have some new "blood" on Council and a number of members volunteered to help in other spheres. In the coming year, there will be much to be done and as I am to be "at the head" again, I ask for the continued support of those members already a part of the "motive power". To those not helping — next year direct appeals will be coming to you for assistance — we need your help also if we are to continue to grow.

Lastly, I must congratulate Council on their efforts. The new Council soon got down to work and before the year was over they held 19 meetings. These meetings now start at 6 p.m. to allow the maximum time for handling the all important business of guiding the operations of the Society in the best interest of its members. It has been an exciting year on Council and it is with a great deal of gratitude that I record here the tremendous help I have received from Councillors, Committees and members generally.

W. C. Rapley

Secretariat

Position of Honorary Secretary

With no nomination forthcoming to fill the vacancy at the 1973 Annual General Meeting, Councillor J. C. Brough was appointed to carry on the work in an "Acting" capacity for a limited period.

In December, member, Max Coxhead offered to take over. Co-opted by Council, he continued to "act" throughout the remainder of the year.

Several other members tentatively offered services to undertake the duties but, in discussion, expressed doubts about encompassing the complete office. The President and Council are grateful for their interest and it is hoped there will be opportunities to use these members in other fields.

After five years of vigorous application to the Secretarial position, in addition to his many other activities Society-wise, Mr. R. K. (Bob) Whitehead notified Members, following preparation of the Annual Report and Financial Statement for 1972-73 and arranging the Annual General Meeting for 1973, that he was unable to accept nomination as Honorary Secretary for 1973-74 year.

The Society is greatly indebted to Bob for his work over that long period. To ease the situation, pending stabilisation with a substantial appointment, Bob kindly agreed to store, for a period, the bulk of Secretarial material and equipment at his home.

Council has reviewed its administrative work and has had prepared for guidance of future incombents a resume of the Honorary Secretary's role in the Society. In brief, this is aimed at ensuring clear definition and understanding by all officers charged with the responsibilities of this essentially "Society business operations" office.

Council Business

Management and control of the Society is vested in the Council. Each of the eleven elected members and the Immediate Past President (for one year only) is legally a Director of the Company named:

Australian Railway Historical Society — Victorian Division.

The Executive, which exercises all of the discretions of the Council under special circumstances, is constituted of the President and/or Vice Presidents in consultation with other members of Council.

Council met on nineteen separate occasions in the fiscal year, May 1973-April 1974, and as officers elected at the July 1973 Annual General Meeting continue in a "caretaker" capacity until the new Council is installed at the 1974 Annual General Meeting, a further five meetings are involved.

The positions of President, Vice Presidents (2) and Honorary Treasurer functioned without change throughout the year. There was no Immediate Past President position. Following the July 1973 Annual General Meeting, the six Councillors were:

Mr. W. Doubleday (elected for 2 year term in 1972)
Mr. I. Harvey (elected for 2 year term 1973-1975)
Mr. P. Carroll (elected for 2 year term 1973-1975)
Mr. F. Stamford (elected for 2 year term 1973-1975)
Mr. R. Alexander (elected for 1 year)
Mr. J. C. Brough (elected for 1 year)

Normally each year the election is of three Councillors for a two year term. In this instance, the additional two were elected because

(i) Mr. J. Blennerhassett, who was elected for two years term in 1972, resigned on completion of one year service and,
(ii) Mr. V. Findlay, also elected for two years term in 1972, resigned in April 1973 to undertake an overseas tour.

Mr. I. Harvey, who was unable to take up his 1973 appointment owing to unforseen change in employment involving extensive interstate travel and absences from Melbourne, resigned the position of Councillor. Council appointed Mr. E. Quinlan, who polled the next highest number of votes at the Annual General Meeting, to serve a one year term as Councillor.

Mr. W. Doubleday resigned his position in December 1973, as he embarked on an extensive overseas tour, and Council co-opted Mr. G. McDonald to fill the vacancy for the remaining part of the year.

Mr. Doubleday was also serving as Federal Secretary of the loosely associated Australia-wide Divisions of the Society, an office which rotates by three years term, between all Divisions. A South Australian Division nominee took over.

Resulting from the foregoing changes, Councillors to be elected at 1974 Annual General Meeting will be:

three to serve two years (1974-1976) and
one to serve one year (1974-1975)

Each year, Council, immediately following its installation in office, appoints Sub-Committees (standing and "ad hoc") and special officers. It delegates to them a deal of its powers. Details and guide-lines are being progressively documented with the hope of ensuring mutual understanding and, hence, smooth co-operation for maximum enjoyment of the tasks involved.

Operations and activities involved in these delegations are numerous. Many are large and involved. This alphabetical list is not complete,

but does include most of the continuous, recurring and occasional commitments in recent times:

Archives
Filing and preservation of documents and notable items, including valuable photo. plates and prints.

Accommodation & Property
Special purposes, arrangements, maintenance and adjustments, also furnishing to meet requirements.

Accounting
This is a major activity arranged on a business basis.

Co-ordination
Of Schedules — interdependent matters. **i.e.** mail-outs.

Competitions
Literary and photography.

Duplicating
Producing copies of circulars, etc.

Entertainment Assemblies
Programming, organisation, venue, guest speaker(s), facilities.

Exhibitions
Historical and Society Activities displays, Society arranged or in conjunction with others. Includes static locations and on special rolling stock.

Film Group
Recording, editing, preservation, programming and screening.

Historical Events & Celebrations
All aspects, including liaison with appropriate persons and organisations and other Sub-Committees involved.

Insurances
Persons and property.

Kindred Organisations
Liaison and matters of common interest.

Library
Purchasing, receiving, preserving, cataloguing books and papers, and servicing member-borrowers.

Legal
Advice on this aspect of Society business and activities.

Membership
Recording, processing and servicing the membership.

Museum
Static preservation of Victorian Railways (mainly) locomotives and other rolling stock, fixed plant and operational equipment.

Mailing
Receipt of circulars, newsletters, *Newsrail*, *Bulletin*, *Here & There* and other regular literature, preparation and addressing assembled items and delivery to Post Office for charging and delivery to members and others on mailing lists. This is a large and concentrated activity which is arranged on a business basis.

Members' News-Letter
Receipt of information, processing, preparation and delivery to Mailing Officer.

***Newsrail* Magazine**
All aspects of gathering, editing, illustrating, preparing, checking and delivery to printer. Also business aspects.

Publicity & Public Relations
All aspects of disseminating information of benefit to the Society.

Publications
All aspects from initial proposal to launching and hand-over to Sales.

Rolling Stock (Operational) Preservation
Maintenance work and conservation of Society equity. Preparation of proposals and recommendations.

Research
Historical records, verifications and additions.

Steam Power Preservation
Liaison and co-ordination with kindred organisations on all aspects.

Sound Recording
Field taping, editing, assembling and arranging for production of records to preserve this aspect of Victorian Railways history. Until recently, the Victorian Division Sub-Committee carried out a substantial part of this work for all other Divisions. On completion of work in hand, this will revert to each home Division.

Sales
Ordering, receiving, checking, pricing, listing, storing and safeguarding stocks of items for sale. Receipt and processing of orders. Transport, banking and recording financial aspects. Recommendations and reports re Sales.

Social Events
Social aspects of entertaining visitors, speakers, also celebrations and Society visits.

Security
Safe storage and protection of Society property, equipment, Reserve sales items and recording, as necessary.

Tours
Preparation of tour programmes — liaison with kindred organisations and planning all aspects of hiring, or co-operating with other hirers of trains in Victoria or elsewhere, including financial proposals and agreements, organising, carrying out and finalising each "exercise".

Visits & Outings
Special arrangements not within the scope of tours, social events, historical events, research, etc.

One other important benefit to the Society, which does not fall into any of the above headings, is the generosity of a number of members (who are neither Councillors, Committeemen nor Special Officers) in making space available in their homes, sometimes substantial, for varying periods (often near permanently, with access by arrangement) to store Society material of many sorts.

General

(i) Membership of the Victorian Division at 30th April, 1974: 858, compared with 818 at 30th April, 1973. Members for Australia: 31.12.73: 2,847. 31.12.72: 2,675.

(ii) There were four entries for Victoria in the C.C. Singleton Annual Black & White Photograph Competition which closed on 31st March, 1974. Queensland Division was responsible for the judging. First and Third Prizes went to Queensland and Second Prize to South Australia.

(iii) The Society again took part in the Exhibition organised by the Australian Model Railway Association, held at the Camberwell Civic Centre during the Labour Day holiday weekend. The theme of this year's display was to illustrate the various activities of the Society. Mr. Tom McCaw must take most of the credit for the organising of the stand and staff arrangements. It is hoped that more members will assist next year.

(iv) During the previous year, the Victorian Railways advised that the site at North Williamstown presently used as the Museum site would, most likely, be required for departmental purposes in the near future. A select committee was appointed by Council (see President's report) and this Committee is currently involved in deep investigations and deliberations and will, in due course, make its recommendations to the new Council.

Although the Secretariat Report is somewhat lengthy, it is thought that it is necessary to inform the members of the wide range of activities that are handled on their behalf by the Society Office Bearers, Committee members and members.

J. C. Brough/M. J. Coxhead

Museum Relocation

Following on Council's appointment of the Select Committee, members were invited to forward to the Committee their suggestions as to likely sites suitable for the relocation of the Museum from North Williamstown. In all, 13 suggestions came from members and these related to 10 sites.

As the Society cannot go it alone in any relocation of the Museum and as the Victorian Railways offer of assistance may only apply to Market Street, Newport, discussions have taken place with the Department of State Development when the following information was obtained:

Government grants are given on the basis of:

A. Outside the metropolitan area (at least 80 kilometres).
B. On public/crown land.
C. **For establishment costs only.** (Local 1/3, Government 2/3).
D. Museum must be self-supporting for operation and maintenance and run on sound business lines.
E. Municipality must be involved and self help and local initiative essential to success.

In addition, the following information was obtained:

1. 90% of tourists in Victoria are Victorian and the trend is for a round trip to various museums.
2. Maldon — the National Trust classification makes the development of anything new rather difficult.
3. The number of museums is reaching saturation point.
4. Possible towns for a Railway Museum should desirably have a railway background.

Discussions also took place with the Victorian Railways in order to establish their requirements concerning relocating the museum to another site other than Market Street. It was stated that:

(a) The Victorian Railways have no fixed ideas where the museum should be located other than within 100 miles radius of Melbourne.
(b) It should be on Victorian Railways or Government owned land with rail access to a running line.
(c) It must be a credit to all concerned, including the Victorian Railways, and must NOT be let run down.

When the number of sites under consideration is reduced to those in the final evaluation, further talks will take place with the Victorian Railways to establish their views on each site and the extent of their participation in both the relocating arrangements and the running of the re-established museum.

Sites which have been investigated are:

1. Bendigo/Heathcote line — either near North Bendigo workshops or further south along the existing line.
2. Bendigo — near Ordinance Factory.
3. Ballarat.
4. Seymour.
5. Maryborough.
6. Castlemaine.
7. Moe.
8. Geelong.
9. Maldon.
10. Market Street, Newport.
11. Healesville.
12. Geelong/Drysdale.
13. Stony Point.
14. Altona.
15. Knox Shire (Police Paddocks Historical Project).

Investigation of these sites has taken place after discussions with the members who made the suggestions. In addition, several in depth meetings have been held with the Museum Committee concerning their plans, etc. for their Market Street site preference.

At this stage, the list of sites still being considered is Market Street, Newport, Knox and Bendigo, with Mornington and Shepparton needing further investigation.

Early in the new year, this Select Committee is to appear before the State Development Committee inquiry into the development of tourism in Victoria when, as well as presenting pertinent submissions, help and advice will be requested from the Inquiry even to establish possible "partners" who may be interested in a joint venture.

In the not too distant future, it is expected that this Committee will make its relocation recommendations to Council; however, it must be stressed that financial considerations will play a major part in the final recommendations. Council has indicated that a quick and clean decision will be made in order that the museum relocation project can get under way.

Tours

Of the thirteen tours run, two utilised diesel electric locos, two were run with suburban electric trains and one was run with a 600 hp Rail Car. Total figures for the year show a slight increase compared with the previous year when only 10 Society Tours were run, after deducting the figures for the Joint Tours of the Easter 1973 Steam Festival when some 1,961 passengers participated.

The highlight of the year for tours was the arrangements for the North-East Centenary Celebrations. These arrangements included a day tour to Wodonga as well as a week-end tour. Doubleheaded R class locomotives hauled the Centenary train to Wodonga to meet the New South Wales Division's Special hauled by a 38 class loco. Parallel running on the Broad and Standard Gauge lines from Wodonga to Wangaratta after the Centenary celebrations at Wodonga was a popular feature.

The Society was honoured by the presence of the Chairman of the V.R. Board, Mr. Gibbs and Mrs. Gibbs on two Society Tours, the Book and Display Carriage "Launching" tour to Seymour, and the Wodonga Centenary Tour, both in November 1973.

The long awaited Society Tour with a 600 hp Rail Car was so well patronised that a second trip was planned. The first trip to Kulwin was only marred by the total failure of the rail car at Castlemaine on the return journey. As a result of the 600 hp Rail Car not being available for the second trip following a level crossing accident a diesel hauled train was run to Yaapeet.

Locomotive D3 639 ran a Society Tour to Yallourn in August 1973 and was not used again by the Society as it was declared unserviceable in September.

The planning and presentation of an attractive tours program has been made even more difficult than in the past due to further restrictions recently imposed on steam train running, including a total ban on running steam engines tender first (except between Newport Workshops and Melbourne), a speed restriction of 50 mph on the Yarra Carriage, a heavy reduction in the V.R. country carriage fleet, and a loss or downgrading of salient watering facilities.

Looking to the future, the steam locomotives presently available for traffic are expected to fail their respective examinations in the near future. It is hoped that suitable action by the SPCC will result in continued availability of steam locomotives to cater for the evident increasing popularity of steam hauled tours. However, it is expected that acceptable tours programs can be arranged with either very little or no usage of steam locomotives.

It is confidently expected that there will continue to be a market for tours to places of historic or scenic rail interest even if steam locos do not continue to be available.

The Tours Committee desires to place on record it's appreciation of the help of many

Society Members, particularly those who acted as Booking Officers and Tour Organisers for the various tours.

It is our hope that a member would only be asked to organise a tour or act as booking officer once per year, so that the "work load" is spread as widely as possible. This, of course, requires that sufficient members offer their services to the Tours Committee.

R. K. Whitehead

TOURS 1973-1974

Date	Destination	Engine Power	Organiser	Passengers
May 12.	Daylesford – Newlyn.	B, K & D3.	V. Isaacs.	268*
July 21.	Colbinabbin – Girgarre	R & K.	S. Moore.	173
July 27-28.	Warrnambool – Hamilton – Ararat.	TT, B, T, RM, X.	V. Isaacs.	35
Aug. 25.	Yallourn.	D3.	R. Smith.	261
Sept. 14.	Geelong	R.	W. Doubleday.	123
Sept. 15.	Ararat (via Cressy)	S, R.	W. Doubleday.	311
Oct. 6.	Subn. Swing Door.	Sub. Elec.	R. Smith.	66
Oct. 13.	St. Arnaud.	K, R.	S. Moore.	302
Nov. 17.	Seymour.	K, X.	R. Smith.	123
Nov. 21.	Belgrave.	Silver Subn.	R. Smith.	186
Nov. 24-25.	Wodonga, Wahgunyah, Albury, Culcairn, Corowa, Wahgunyah.	RR, 38, R.K.GM, 48.	R. Whitehead.	586
Feb. 16.	Kulwin.	600 h.p. DRC.	D. McLean.	60
March 16.	Yaapeet.	B, T, X.	R. Smith.	74

Total: 13 Tours. Number of Passengers: 2568 — 6 915 km.
Previous Year: 10 Tours — 3025 km. 2400 passengers.
Total number of Tours run by the Society = 190. 117 957 km.
Yarra Carriage used on 8 Tours — 3664 km. Total number of trips run by Yarra Carriage: 103. 52 927 km.
D3 639 used on 2 tours.

***Combined with A.R.E.**

Museum

During the past year and in consequence of the suggestion from the Secretary of the Victorian Railways that the present Museum area may be required for V.R. expansion, much thought and effort has gone into the problem — "where do we go from here?"

The offer of the V.R. of the use of land in Market Street, Newport, sparked off much effort in lay-out planning, the result of which was a diagram put on exhibition at the July and August entertainment meetings.

Members showed quite an interest in the plan and, indeed quite a few offered their suggestions on ways to further improve the display.

The Museum Committee members have worked hard at this planning because we believe Market Street to be the best location for the A.R.H.S. Rail Museum. Indeed if, as has been suggested, the rolling stock display is moved 50 miles or even further from Melbourne, then the A.R.H.S. will eventually lose control of, and the rights to, each and every item at present entrusted to the Society.

In November, the A.R.H.S. Council appointed a Select Committee to enquire into all aspects regarding re-siting of the Museum. This Committee welcomed this move and have had amicable meetings with the Select Committee.

Early in the year, the Geelong Steam Preservation Society asked for the loan of the A.S.G. locomotive as an exhibit operating on their track at Belmont. This was agreed to and, following Council approval, members from the G.S.P.S. have started renovations to the loco whilst it is stabled at North Williamstown.

In August, following an invitation from the Promote Seymour Committee, Mr E. Quinlan, accompanied by six other Committee men, attended a meeting in Seymour where a joint discussion was held with the view of establishing a local Museum in their district.

Attendances at the Museum for the year compare favourably with those of previous years, the total for the year being 30,520. This was an increase of 4,467 over the total for the previous year and was mainly due to extra mid-week openings for children's groups.

AUDITOR'S REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

1. In our opinion the attached Income and Expenditure Account and Balance Sheet give a true and fair view of the state of the society's affairs at 30th April, 1974, and of the deficit for the year ended on that date.
2. As required by the Companies Act 1961 we report as follows:

   In our opinion

   (a) the attached accounts are properly drawn up:

      (i) so as to give a true and fair view of the matters required by Section 162 to be dealt with in the accounts; and

      (ii) in accordance with provision of that Act.

   (b) the accounting records and other records, and the registers, required by that Act to be kept by the society have been properly kept in accordance with the provisions of that Act.

C. W. Stirling & Co.
Chartered Accountants

By Its Partner,
K. F. Proctor

Melbourne
Date 8th July, 1974

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL 1974
ANNUAL REPORT OF DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1974 and in accordance with Section 162A of the Companies Act 1961 report as follows —

(a) Directors in office as at the date of this report are:

Mr. W. C. Rapley
Mr. E. J. Hogan
Mr. D. G. Potts
Mr. M. Coxhead
Mr. P. M. Breach
Mr. R. Alexander
Mr. J. C. Brough
Mr. P. Carroll
Mr. G. McDonald
Mr. E. Quinlan
Mr. F. Stamford

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Deficit of the Company for the year under review was $319.

(d) There were no significant amounts transferred to or from reserves or provisions during the financial year.

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets (other than those mentioned in paragraph (g)) were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstance not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th JUNE 1974
ANNUAL REPORT OF DIRECTORS (cont'd)

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or which a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

W. C. RAPLEY
Director

E. J. HOGAN
Director

Dated at Melbourne this 8th day of July, 1974.

STATEMENT BY DIRECTORS

We, William Campbell Rapley and Eldon John Hogan, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1974, and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1974.

W. C. RAPLEY
Director

E. J. HOGAN
Director

Dated at Melbourne this 8th day of July, 1974.

STATEMENT PURSUANT TO SECTION 162 (12) OF THE COMPANIES ACT 1961

I, Peter Murray Breach, being the person in charge of the preparation of the Company's accounts, hereby state that to the best of my knowledge and belief the accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Melbourne this 8th day of July, 1974.

P. M. BREACH

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1974

1973						1974
		SOCIETY FUNDS				
$21308		Accumulated Fund (Statement attached)				$20989
1605		Preservation Fund (Statement attached)				4055
14849		Museum Reserve Fund (Statement attached)				15827
539		Carriage Restoration Fund (Statement attached)				527
(496)	(Dr)	Yarra Car Fund (Statement attached)			Debit	(272)
$37805						$41126
		THESE FUNDS ARE REPRESENTED BY:				
		Current Assets				
71		Cash on Hand			—	
14005		Commonwealth Savings Bank of Australia			16534	
—		State Savings Bank of Victoria — Current Account			148	
55		Bank of New Zealand			66	
650		Debtors — Trade		2334		
494		— Other & Prepayments		688	3022	
6072		Stock on Hand (at lower of cost or net realizable value)			13841	
—		Tour Expenditure Paid in Advance			326	
21347						33937
		Less Current Liabilities				
2364		Members' Subscriptions in Advance			1644	
1897		*Bulletin* Subscriptions in Advance			2238	
1633		*Newsrail* Subscriptions in Advance			3713	
63		Library Fees in Advance			49	
5		Enrolment Fees in Advance			4	
2798		Creditors: Trade			8978	
—		Tour Receipts in Advance			4417	
8760						21043
12587						12894
		Plus Non-Current Assets				
		Deferred Assets				
1000		Loans to: Geelong Steam Preservation Society		1000		
—		Ballarat Tramway Preservation Society		1000	2000	
		Investments				
1000		Commonwealth Special Bonds (at cost)			1000	
		Hotham Permanent Building Society:				
5284		General Funds		—		
2000		Museum Funds		—	—	
		State Savings Bank of Victoria Deposit Stock:				
—		General Funds		5500		
—		Museum Funds		3100	8600	
		Museum Reserve Funds:				
14000		Commonwealth Special Bonds (at cost)		9000		
849		Commonwealth Savings Bank of Australia		2453		
		State Savings Bank of Victoria:				
—		Current Account		74		
—		Deposit Stock		4300		
$24133					15827	
		Fixed Assets				
		Library, Furniture & Equipment				
1609		At Council Valuation 17th July, 1967		1609		
974		At Cost		1034		
60		Plus Additions (at cost)		5		
2643				2648		
1558		Less Provision for Depreciation		1843		
1085					805	
		Intangible Asset				
2180		Renovations to "Yarra Car" (at cost)		2180		
(2180)		Less Provision for Amoritzation		(2180)	—	
						28232
$37805						$41126

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

SUPPLEMENTARY STATEMENTS

1973		ACCUMULATED FUND		1974
$20016		Balance as at 30th April, 1973		$21308
431		Add Surplus as per Income & Expenditure Account	—	
861		Surplus as per Tours Income & Expenditure Account	3160	
—		Less Deficit as per Income & Expenditure Account	3479	
1292		Surplus (Deficit) for Year		(319)
$21308		Balance as at 30th April, 1974		$20989
		PRESERVATION FUND		
404		Balance as at 30th April, 1973		1605
2401		Add Surplus as per Museum Income & Expenditure Statement		2450
2805				4055
1200		Less Transfer to Museum Reserve Fund		—
$1605		Balance as at 30th April, 1974		$4055
		MUSEUM RESERVE FUND		
12820		Balance as at 30th April, 1973		14849
1200		Transfer from Preservation Fund		—
806		Interest: Commonwealth Special Bonds		884
23		Commonwealth Savings Bank of Australia		20
—		State Savings Bank of Victoria		74
$14849				$15827
		CARRIAGE PRESERVATION FUND		
544		Balance as at 30th April, 1974		539
—		Add Income for Year		—
544				539
5		Less Restoration Expenses		12
$539		Balance as at 30th April, 1974		$527
		"YARRA CAR" FUND		
644	(Dr.)	Balance as at 30th April, 1974	Debit	496
27		Add Expenses — Insurance		26
671				522
175		Less Income — Hire of "Yarra Car"		250
$496	(Dr.)	Balance as at 30th April, 1974	Debit	$272

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT
FOR YEAR ENDED 30th APRIL, 1974

1973					1974
	INCOME				
$2066	Surplus on Sale of Records & Publications *(See Note 1)*				$4584
405	Surplus (Deficit) on *Newsrail (See Note 2)*				(1193)
12	Surplus on *Bulletin (See Note 3)*				223
2404	Membership Subscriptions				2549
112	Enrolment Fees				115
842	Interest				806
252	Donations — General				55
—	— Display Carriage				112
10	Library Fees				81
6103					7332
	LESS EXPENDITURE				
	Direct Service to Members				
232	Meeting Room Rental	362			
(10)	Less Door Fees	5	357		
28	Library		6		
18	Depreciation of Library Books		18		
17	Slide Competition		18		
18	Depreciation of Slide Projector		15		
8	Repairs to Slide Projector		—		
—	Annual Film Night		93		
311				507	
	Administrative				
1462	Postage & Telephone		1786		
300	Distribution & Mailing		345		
1291	Printing & Duplicating		1717		
569	Stationery		1363		
32	Insurance		41		
200	Audit Fee		200		
600	Accountancy Fees		600		
23	Federal Secretary's Expenses		41		
97	Depreciation on Furniture & Equipment		97		
173	Other		91		
4747				6281	
	Group Expenses				
106	Film Group	72			
40	Depreciation of Equipment	38	110		
2	Research Group	14			
244	Archives	792	806		
—	Recording Group	14			
121	Depreciation of Equipment	107	121		
513				1037	
	Other Expenses				
22	Windsor Station Room Expenses		10		
79	Publicity & Exhibition		155		
	Display Carriage Restoration		2008		
	North East Centenary Celebrations		366		
	Vintage Train Signwriting Donation		447		
101				2986	
5672					10811
$431	**Surplus (Deficit) for Year Transferred to Accumulated Fund**				($3479)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1974

NOTES TO AND FORMING PART OF THE ACCOUNTS

1973			1974
	(1) Surplus on Sale of Records & Publications		
$7385	Sales		$16400
—	Commission on Sales		24
7385			16424
	Less Cost of Goods Sold		
4361	Stock on Hand 30/4/73	3779	
4409	Purchases	16640	
8770		20419	
3779	Less Stock on Hand 30/4/74	10647	
4991			9772
2394	**Gross Profit**		6652
315	Less Expenses (Postage, Printing & Sundry)	2068	
13	Bad Debts	—	
328			2068
$2066	**Net Surplus for Year**		$4584
	(2) *Newsrail*		
3144	Subscriptions		4033
1065	Sales		1800
64	Advertising		595
4273			6428
	Less Cost of *Newsrail*		
650	Stock on Hand 30/4/73	996	
4028	Cost of Publication	7771	
186	Other Expenses	332	
4864		9099	
996	Less Stock on Hand 30/4/74	1478	
3868			7621
$405	**Net Surplus (Deficit) for Year**		($1193)
	(3) *Bulletin*		
2731	Subscriptions		2965
20	Sales		28
2751			2993
	Less Cost of *Bulletins*		
302	Stock on Hand 30/4/73	532	
2969	Cost of Publication & Freight	2797	
3271		3329	
532	Less Stock on Hand 30/4/74	559	
2739			2770
$12	**Net Surplus for Year**		$223

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

TOURS INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1974

	Net Revenue	Transportation Railway	Transportation Other	Refreshments	S.P.C.C.	Refuelling	Other Direct Costs	Surplus or (Deficit)
Bright/Beechworth							120	(120)
Girgaree/Colbinabbin	1929	1444		209	33	45	171	27
Hamilton	674	640	15	15			10	(6)
Yallourn	1748	879	90	117	47	39	184	392
Ararat	3158	1699		261	81	15	153	949
St. Arnaud	2363	1478		343	38	109	171	224
Swing Door	118	97					7	14
North East Centenary	9925	4605	146	2270	98	194	498	2114
Seymour (Dinner Tour)	411	478			22		69	(158)
Belgrave (Film Night)	158	105						53
Kulwin	843	893					46	(96)
Yaapeet	1160	1305					42	(187)
	$22487	$13623	$251	$3215	$319	$402	$1471	3206
Plus Half Share Daylesford/Newlyn Tour								118
								3324
Less General Expenses								164
Net Surplus Transferred to Accumulated Fund								$3160

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

MUSEUM INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1974

1973				1974
	INCOME			
$4368	Gate Donation & Booklet Sales & Sundry Sales		5266	
(501)	Less Cost of Booklets, etc., sold		595	4671
1769	Film Sales		841	
(1393)	Less Cost of Film Sold		734	107
4	Interest			183
4247				4961
	LESS EXPENDITURE			
	Current Operations			
245	Night Patrol	293		
97	Electricity	81		
35	Rates & Rent	35		
226	Administration	246		
51	Insurance	51		
460	Ticket Printing & Advertising	194		
212	Paint	316		
445	Other Materials	303		
—	Other Expenses	58		
—	Depreciation of Equipment	10		
1771			1587	
	Major Works			
75	Purchase of Three Carriages	—		
	Chair Upholstering	175		
	Veteran Train	67		
75			242	
1846				1829
2401	**Surplus for Year**			3132
—	Less Film Purchases Under Stated for Prior Years			682
$2401	**Surplus Transferred to Preservation Fund**			$2450

On Sunday, June 17th the 250,000th visitor entered the Museum, the lucky person was Mrs Hyland of Newport who was accompanied by her husband and two grand children all of whom received suitable presents from the Society's President Mr W. Rapley. The event was filmed for T.V. and also published in the daily press.

During the year Mr John Symonds was forced to relinquish his position of Weekday Rostering Officer for Gatekeepers. His resignation was accepted with regret as John's sterling efforts with the very small number of available Gatekeepers have enabled many children's groups to enjoy a visit to the Museum.

His successor is Mr Robert Bramley who is striving successfully to maintain the high standard of service provided by Mr Symonds.

Due to lack of space no new items of rolling stock were brought into the Museum. An experiment was carried out using Estapol on several locos and the results were so successful that it is now planned to apply the coating to all vehicles. This will take rather a long time unless quite a few more of the 850 or so Society members can find the time to help improve the appearance of the various items. For some months the only Society members taking an active interest in the Museum have been either Committee men or Gatekeepers. It does seem strange that, in a Society with the number of members that we have and who join because of their interest in steam locomotives, there is no one member who can stand up and say "I am a regular worker down at the Museum". Mr Ray Bruce, Works Supervisor would cheerfully welcome any member who could offer to help further improve the appearance of the exhibits entrusted to the care and management of the A.R.H.S. Victorian Division.

Toward the end of 1973 Mr Vic Noble found that he was unable to continue as operator of Film Sales on Rail Fan trips. Proceeds from these sales benefit the Museum funds. Mr Shane Moore now handles these sales.

The Museum Committee wishes to express its appreciation to the Society's President, Mr W. Rapley, and various members of his Council for their continued assistance during the year. Our grateful thanks go also to the Rostering Officers and their declining numbers of gatekeepers. Without the help and dedication given by these members, the Museum would not be open for inspection as advertised.

R. Evans

Steam Preservation

The Society has continued to play a leading part in the work of the Steam Preservation Co-ordinating Committee, principally through our delegates, Councillor Eric Quinlan, who is chairman of the S.P.C.C., and Vice-President Don Potts, who, with the assistance of his colleagues of the A.R.H.S. Rolling Stock Committee and a large group of volunteers has been responsible for the complete refurbishing of four carriages used on the Vintage Train, as the first part of a project to restore a complete set of carriages.

The Vintage Train Sub-committee of the S.P.C.C., on which we are represented by Vice-President Eldon Hogan as well as our two S.P.C.C. Delegates, has had a particularly active year, as the number of excursions run has continued to increase, particularly during school holiday periods and as a result of increasing interest in chartered trips by "outside" groups. Patronage is maintained at a consistently high level.

As the boilers of R 707 and R 761 come up for inspection this year, concern has been felt that major work may have to be done on these or the stored engines to keep one or more R-class locomotives available for traffic. The S.P.C.C., at a recent deputation to the General Manager of the Victorian Railways, asked for an early reply to submissions placed before the then-Railways Commissioners in February 1973, regarding reserve motive power, the costing of steam excursions and other cognate matters. Replies have been delayed due to the re-structuring of the Railway Department, although it is understood that Departmental Committees have been looking into some of the matters raised. Similarly, there has been no decision regarding the future of D3 639, which has been out of service since September 1973.

Moves are in hand for the incorporation of the S.P.C.C., perhaps under a slightly different name, but with provision for the A.R.H.S. and other societies concerned with the continued operation of steam on the Victorian Railways to continue to play a major role. The S.P.C.C. is confident that problems which undoubtedly lie ahead will be overcome with the co-operation of all concerned, as have the many problems which have arisen during the last nine years, and that main-line steam will still be operating for quite some years yet.

Film Group

Screenings

The year 1973/1974 saw a consolidation of the Film Group's activities based on screenings at three monthly meetings of the Society each year with the Annual Film Night an extra at the end of the year. 1973 was the Group's TENTH ANNIVERSARY of operations. The most restricting factor for general screenings continues to be the restriction on length of programme dictated by the syllabus item time slot at monthly meetings. However, with the Film Group's inadequate manpower available (haven't all Groups the same problem?) the running of full film evenings, as in the Kelvin Hall days, must remain a pipe dream.

During 1973, screening continued to be held at the V.A.C.S. Theatrette in Fitzroy, and our thanks go to the V.A.C.S. projectionists for their help and co-operation in the running of screenings. We are now in the sumptuous surroundings of the B.H.P. Theatrette (with arc projector and all) but still have to resolve technical problems such as showing 8 mm films and the need to operate a second 16 mm projector.

Screenings in the last year have covered a wide and colourful variety of railway film fare. As already stated, 1973 was the Group's tenth year of activities and the first screening of the year was therefore devoted to a retrospective of the ten years' programmes, highlighting, in passing, both the changing face of film programmes and the changing face especially in the Australian railway scene between 1963-73.

Highlights of programming in 1973 must include the revival of Jim Seletto's nostalgic round-up on V.R. motive power, "Locomotive Parade", including C's, X's, D4's and Y's, the BBC item: "The Steam Train is Alive and Well" (generously donated to the Film Archives by the British Consulate-General); also the magnificent tribute to the "Flying Scotsman". Not forgetting two films which, for many, were the highlights of the year: "Railways in the Cinema" (Brian Witte's fabulous collection of railway feature excerpts) and "Historic Compilation" (the collection of rare early newsreels of the Melbourne transport scene featured in the programme paying tribute to the history of the V.R.'s North-East main line.)

The Annual Film Night proved popular with its family audience, offering them a combination of the delightful feature: "The Railway Children" with supporting archival and British enthusiast films. The co-operation of the Cameo Theatre, Belgrave, is gratefully acknowledged.

Archives:

The 16 mm collection has continued to grow over the past year with the purchase, and generous donation, of copies of a number of railway items, including the BBC film mentioned above, a film on the Queensland sugar industry (and tramways) and reduction prints from the 35 mm Collection of "Among the Hardwoods" (W.A. timber industry) and "Rubicon Timber Tramways". Where possible, films are included in programmes to allow Members to share in "Gems from the Archives".

Assistance:

Requests for information on the Film Group production, "Seven-O-Four", on film sources and programmes, continue to form part of the Group's yearly activities. In particular, the Group assisted Brian Witte and the Brisbane Railway Film Society with a programme of films. Requests for help from Members on film making problems are always welcome.

Production

Further film production has been rendered virtually impracticable at present through the chronic lack of manpower.

Roger Seccombe

Archives and Research

During the year, arrangements were made to increase the availability of the Archives by opening the room one night per week on a regular basis. This has resulted in a gratifying increase in visitors, and a much greater use of the Archives facilities by both members and others interested in railway history research.

Some re-organisation has been effected, enabling Archives helpers to take charge of specific sections. It is planned to expand this organisation in due course.

A considerable number of Archival items were donated during the year, the donors being thanked for their contributions.

Plans have been drawn up to re-list all the Archival items and begin the creation of a Master Index, to be supplemented by individual indices for periodicals and magazines received.

A further number of historic photos were donated to add to our collection. The scheme for exchange of prints with other Historical Societies has been continued, while the photographic coverage of current rail activities has been expanded. It is hoped that these activities can be increased in the future with the help of interested members.

Several research projects were undertaken during the year and are continuing. Some of these are long term projects. There is a vast scope for an increase in research activity within the Society as there are quite a number of important research projects awaiting the attention of interested members.

ARCHIVES PHOTOGRAPHS

The Archive photograph collection has been added to during the year and now approximates 1,850 photographs. This includes photographs from the Poole and Madden collections and covers many aspects of railway operations and history.

They are available to members on loan for assistance in the preparation of articles and books for publication for technical purposes, research or other projects approved by the Society.

The Photo Archivist, Mr. R. Bruce, can be contacted at Flat 5, 53 Grove Rd., Hawthorn. Phone 86 6084.

Rolling Stock

The Carriage Preservation Committee was originally established in 1967 to recommend and restore significantly historic passenger rolling stock for retention in running condition. In view of the fact that various types of railway vehicles have now been placed under its care, Council updated the name to Rolling Stock Committee to encompass the broader responsibilities.

Apart from a minor identity change, the Committee has just experienced its most active year since formation seven years ago.

A number of energetic working-bees were conducted on behalf of the Museum Committee last winter at Humevale, near Whittlesea, on old "X", "Y" and "YZ" carriage bodies which, it is proposed, could represent a replica of the Victorian Railways' Veteran Train. Three carriages were purchased for $25 each several years ago from a complex of 14 vehicles utilized over the last 50 years as an elderly citizens village. Part of the contract involves demolition of carriages not required. Three have been burnt. It is expected that the wooden bodies will eventually be transported by road to Newport and placed on suitable steel underframes.

The most notable example of restoration to a single piece of Victorian rolling stock during 1973 was the conversion of former first-class, side corridor compartment country carriage, No. 30AV, into a mobile Historical Display Car. Whereas, carriage preservation is generally intended for the continued conveyance of passengers, this project was designed to foster one of the Society's most important aims in regard to promoting railway history. Although early plans were made by Mr. R. K. Whitehead to have the conversion ready in plenty of time before its public debut for the North East Centenary in November, 1973, frustrating delays in just having 30 AV moved a few miles from North Melbourne to Newport almost resulted in there being no display car for the Centenary. The fact that this important project, talked about for many years, actually became a reality, let alone started, was due to the enthusiasm and determination of Bob Whitehead. His herculean efforts and the assistance of a small band of helpers who regularly toiled beyond midnight to complete the conversion in what was an enforced last minute rush, was a great achievement. The Display Carriage was later taken by road for an exhibition at Shopping Town — thus becoming the "first train to Doncaster"! The Rolling Stock Committee is only responsible for the maintenance and use of 30 AV and not for the provision of the actual displays.

Since the introduction of the Vintage Train in 1966, the run-down condition of the rolling stock had been of concern and embarrassment to the Steam Preservation Co-ordinating Committee and its three constituant societies. Despite a neglected appearance, the voluntary efforts of the Vintage Train Committee, together with the attraction of a steam locomotive on the front, the Vintage Train has been developed into a major means of promoting Victorian country tourism. Pleadings with the Victorian Railways got the exterior of three cars (1 AV, 3 BV, 8 BV) painted in 1969. However, in view of the costs involved for complete restoration to include the battered interiors, the Department declined to proceed with further work on the Vintage Train consist. Rather than see these carriages deteriorate beyond redemption, the A.R.H.S. Rolling Stock Committee agreed, on behalf of the S.P.C.C., to launch the Vintage Train Restoration Project. The start of this extensive project, the most ambitious ever undertaken in Australia, was

regretably delayed because of difficulties experienced moving the carriages to Newport. Response to an appeal for all railway enthusiasts, whether or not they were members of any kindred society, was encouraging. A grand total of 5,300 voluntary man-hours, with an average of six, and a maximum of 22 persons attending 51 working-bees has been expended on four carriages (7 BV, 18 BV, 32 AV and Pioneer). Stage 2 of the Project planned to commence in September, 1974, will involve five more vehicles (1 AV, 3 BV, 8 BV, Enterprise and a ZP).

Rolling stock preservation is not without its set-backs. Since authority was granted by the Department for the Project to be undertaken and two-thirds of the work completed, we were staggered to be advised that the cars may never be allowed to run again. This, it is said, was due to a new policy of phasing out old wooden passenger rolling stock, and that back in 1937, the bogies should have been modified. Somehow, restrictions extended to include "Yarra" parlor-car which had a 50 m.p.h. maximum speed limit imposed. Subsequently, it has not been used in 1974. It was unofficially learnt that this historic carriage was damaged in a shunting accident early in April. At the close of the Society's financial year, no official advice had been received regarding the future of "Yarra".

For many years, the A.R.H.S. has battled alone to retain a suburban electric swing-door train in running condition. When regular swing-door train services ceased late in 1973, the Association of Railway Enthusiasts assisted in a combined effort to save a "Doggie". At least another five months will have elapsed since the "Farewell Doggie" trip on 26th January, 1974, without confirmation as to whether this project will become an accomplished fact. A request was made several years ago to the Department to enable volunteers to reclaim spare parts (seats, doors, windows, panels, etc.) from vehicles about to be scrapped. This was rejected. Staff can be more profitably employed on more vital maintenance jobs and the labour costs would be prohibitive. Hundreds of carriages which could have been the source of an abundance of spare parts have since been burnt.

It was stated several years ago in a national transport magazine that railway enthusiasts are the railways most loyal customers and their best voluntary salesmen. On the other hand, the railways greatest social enemies are the vandals, who in one night recently caused $500,000 wilful damage to passenger rolling stock. Yet, ironically, for reasons unfathomable, in their efforts to achieve good intended aims, dedicated rolling stock preservationists must continue to endeavour to surmount discouraging obstacles which make the task not only difficult, but almost impossible.

The executive of the Rolling Stock Committee (Chairman, Don Potts, and members, Tom Clark and Kevin Clark) wish to place on record their sincere appreciation to all those good people who contributed towards outstanding achievements in preservation during the year.

Sales Department

A considerable volume of business was conducted during the year and such has been the development in production of Australian Railway literature that it is now felt that, in addition to the distribution of the Sales List each November, an interim list is necessary for the additions and cancellations; it is planned to have this ready for the July mailing.

There is an average attendance of around 150 at the monthly meetings where members have the opportunity to purchase items; other members use the mail order service and the bulk of this business is during November and December. The Sales List also goes to "Newsrail Only" subscribers and during the year under review there has been a vast increase in this group to 526 of whom 274 are in other states or overseas.

The main Society production during the year was the book *Six and a Half Inches from Destiny* by member Keith Turton to celebrate the Centenary of the North-East line to Wodonga. Most of the retail sales were at the low pre-publication price offer and it is unfortunate that the postal rates were increased before despatch of ordered copies. It now costs 85 cents to send one copy to an "adjoining" state or $1.00 to a distant state. However there have been almost 300 sales to wholesale outlets and other Divisions.

Retail sales of records have slowed down considerably but wholesale demand continues for the three only 12" discs now available, one each for Victoria, New South Wales and Queensland. Work is proceeding on a second Queensland record *Steam Salute* and it is expected to be available in the second half of 1974.

The Society again conducted Sales in conjunction with a display at the Annual A.M.R.A. Exhibition at the Camberwell Civic Center during March and it was also represented at a private sales promotion at Doncaster Shoppingtown during February. Opportunities such as these help to bring the Society further to the notice of the public and benefit both Sales and Membership.

Newsrail

1973-74 was the first full financial year of publication of Newsrail. In this period, the extensive restyling and vigorous promotion were both responsible for the greatest increase in subscriptions (up from 936 to 1220) since the Victorian Division commenced a monthly publication in 1957.

During the year, every opportunity was taken to further improve the quality of production and the amount of information supplied. The change to offset printing from the January 1974 issue has enabled improved quality of photographic reproduction and has made economically possible the regular production of colour covers.

The publicity drive continued, both the ARHS NSW Division and the PBPS being canvassed, resulting in a large number of extra subscriptions.

The extra revenue gained from subscriptions, advertising and increased shop sales has enabled Newsrail to survive recent massive inflation with only minimal price increases. At the close of the financial year, the Newsrail print run was 2000, a rise of 600 in 12 months. However the economics of publishing are such that an ever-increasing circulation is required to enable continued improvement and to enable increasing overhead and production costs to be contained without raising the selling price.

The major staff change for the year was the departure of the Managing Editor, Warren Doubleday, to South Africa in December 1973. Warren had been associated with Divisional Diary and Newsrail for many years and was largely responsible for the successful establishment of Newsrail. Council appointed Roderick Smith as the new Managing Editor.

From May 1973 to April 1974, Newsrail published 268 pages containing 3 colour covers and about 300 photographs, 50 articles and 1000 news items: in all about 200 000 words from over 50 contributors.

The immediate aim is to increase the circulation further so that all issues may have colour covers. Council has approved the publication of a regular late news supplement to the members news-sheet. This will have the welcome feature of informing members of events in advance so that they may take the opportunity to observe happenings for themselves.

Thanks to Council, Newsrail staff members, contributors and readers for their enthusiasm and willing participation in the past year, and may the coming year see further improvement in all areas.

Roderick B. Smith

Entertainment Meetings

Entertainment meetings continued at the Victorian Amateur Cine Society thru to November 1973. During this time, Council decided that the time was appropriate to find a more suitable venue to project the Society's image and present a more professional approach to our guest speakers, members and visitors.

After careful consideration, it was decided that this new venue would be the B.H.P. Auditorium, 140 William Street, Melbourne, and to celebrate the opening night, Miss Patsy Adam Smith would be invited to appear as our inaugural speaker in January, 1974.

Attendances have increased slightly on last year, and the re-introduction of visitors admission fees has helped to offset extra costs involved.

Guest Speakers — Syllabus Items Presented were as follows:

May 1973: Mr. Peter Phillips, *Steam Boats on the Murray.*

June 1973: Mr. John McKay, Monash University, *East African Railways.*

July 1973: Film Group Screening.

August 16 1973: Special combined A.R.E. and A.R.H.S. meeting. Prof. Coleman O'Flaherty, Leeds University, *Tracked Transport, Present and Future.*

August 23, 1973: Mr. Frank Stamford (L.R.R.S.A.) *60th Anniversary of Powelltown Tramway.*

September 1973: Mr. Alan Hales, V.R. Instructor *Safe Working, Staff and Ticket* — Part 1.

October 1973: Film Group Screening.

November 1973: Annual Members Film Night, Belgrave.

December 1973: Mr. Keith Turton, *The Story Behind 6½ Inches from Destiny.*

January 1974: Miss Patsy Adam Smith *Harold Clapp's Railways — 10% Iron and 90% Men.*

February 1974: Mr. Watson, General Manager and Mr. G. Bennet Executive Engineer of M.U.R.L.A. *Melbourne Underground to Date Plus Film "Loop".*

March 1974: Film Group Screening.

April 1974: Mr. Michael Schrader, *20 Years of Color Photography — A Personal Portfolio.*

Library

With the close of another year, there is a tendency to look back on past achievements, a practice not always productive.

Concerning the year 1973-1974, let us just say that borrowing once again increased, this time to a record level of 186 books and magazines.

To those who utilized this facility, we say come again and to those who, as yet, have not been able to either find or make time to call in, we can only extend an invitation to use this, **your** library, at an early date.

During the year, donations of books and magazines were received from:
Mrs Garrow.
Messrs J. C. Brough and J. L. Buckland, J. D. McLean, B. McMillan, R. K. Whitehead
and the Tramway Museum Society of Victoria Ltd.

These people we thank for their thoughtfulness and generosity.

Thanks are also due to Mr. Howard Head for his continued assistance and to Mr. Stephen Murdoch who, over the latter part of this year, has, when he has been available, offered his assistance.

You may say, what of the future?

In answer to this question, I will list several points:

(a) New and increased shelving will shortly be installed, to allow all books, etc. to be properly housed.

(b) The library, which is located on the "Down" platform at Windsor Railway Station, will continue to open between 7.30 p.m. and 9.30 p.m. on the first and third Wednesdays of each month.

(c) The borrowing service for country members is in operation and works in this manner:
  (i) Address initial enquiry to the Librarian, C/- P.O. Box 5177AA, G.P.O., Melbourne.
  (ii) Books will be sent to nominated rail station by return.
  (iii) When more books are required, forward parcel with note inside to A.R.H.S. Library, Windsor Railway Station, and your order will be filled. We would ask that you pre-pay all parcels of returned books and, if possible, help to defray the expenses of sending books to you.

The answer then is that you, the members, are the future! I look forward to meeting some of you who have never used this facility in the near future.

Alan S. Maggs

Publications

The Publications Committee was particularly active during the year with two major publication projects being brought to fruition. The first was the issue of a pictorial booklet covering the activities of the Melbourne Steam Festival, Easter 1973. This was the Society's first venture into this type of publication, and although the project was delayed by production problems, the result was well received.

The issue of a book to coincide with the North East Railway Centenary celebrations represented a major addition to publications dealing with railway history in Australia. The book "Six and a Half Inches From Destiny" was written by member Keith Turton and edited by Guy Bakewell. The Society is also indebted to Mr John Buckland for his technical assistance and supervision of the production details.

The North East book was supplemented by production of a comprehensive lineside guide booklet for the Wodonga line.

Lineside guide booklets were also produced for the Gheringhap-Maroona line and the Rushworth, Colbinabbin and Girgarre lines in conjunction with tours to these areas.

Slide Competition

During the year the competition attracted increased interest from members, and the Committee thanks participants for their continuing support. The Committee is always pleased to receive suggestions for topics of future competitions.

Main particulars of the past year's competition are as follows:

	Topic	Entries	Winner
May	Taken on a fan trip	18	Stephen Martin
June	Abandoned	25	Stephen Martin
July	A train on a plain	22	Michael Schrader
Aug	Vertical format	15	Michael Schrader
Sept	Peak period at Flinders St station	6	Michael Schrader
Oct	Railcar or railmotor	15	Stephen Martin
Nov	Railways in the rain	12	Lionel Rickard
Jan	A train in the landscape	19	Arthur Straffen
Feb	Passenger facilities	21	Stephen Martin
Mar	Peculiar lighting	26	Colin Pike
Apr	A different viewpoint	22	Arthur Straffen

A number of these topics were very difficult, and the judge has commented favourably on the increasing standard of the entries. Outright winner for the 1973 year was Stephen Martin. Our thanks go to Alan Polglase for his work in judging the entries during the year.

Frank Stamford

Swing-Door Preservation

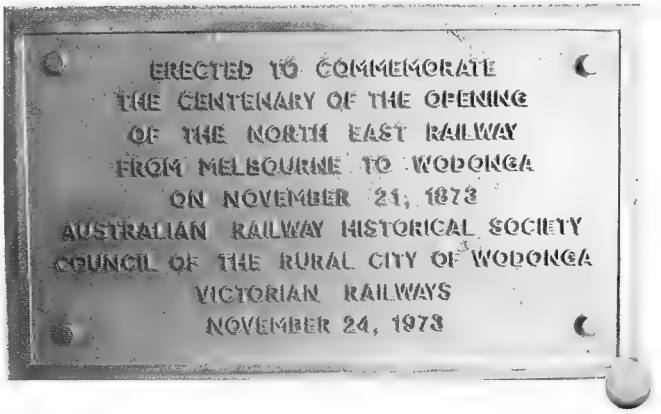
On more than one occasion, unsuccessful efforts have been made on behalf of the Society to secure Railways approval for the retention in working order of at least one swing-door electric motor carriage. All that could be promised was that two non-motor carriages, 12BT and 24D, could be retained in running order under similar conditions as those applying to "Yarra".

As the withdrawal of the last of the swing-door motors from regular traffic became imminent, a joint letter was forwarded to the Secretary for Railways on October 31st, 1973, on behalf of the A.R.H.S. and the Association of Railway Enthusiasts, requesting that two motor carriages be retained in working order for our use. In mid-January, 1974, a reply was received from the General Manager, Mr. Rogan, that two motor carriages had been selected and he was awaiting an estimate of costs to put them in reasonable condition for limited running.

The final public operation of a swingdoor train took place on Saturday, 26th January, 1974, and we are awaiting further details from the Railways regarding the costs of retention; meanwhile, the two motors under discussion are retained at Newport, together with 12BT and 24D.

The retained locos operated numerous trips for private institutions and R761 and K184 were at Bacchus Marsh with two of these trains on 5/11/73.

John Dare


ERECTED TO COMMEMORATE
THE CENTENARY OF THE OPENING
OF THE NORTH EAST RAILWAY
FROM MELBOURNE TO WODONGA
ON NOVEMBER 21, 1873
AUSTRALIAN RAILWAY HISTORICAL SOCIETY
COUNCIL OF THE RURAL CITY OF WODONGA
VICTORIAN RAILWAYS
NOVEMBER 24, 1973

The plaque erected at Wodonga to commemorate the centenary of the North East line.

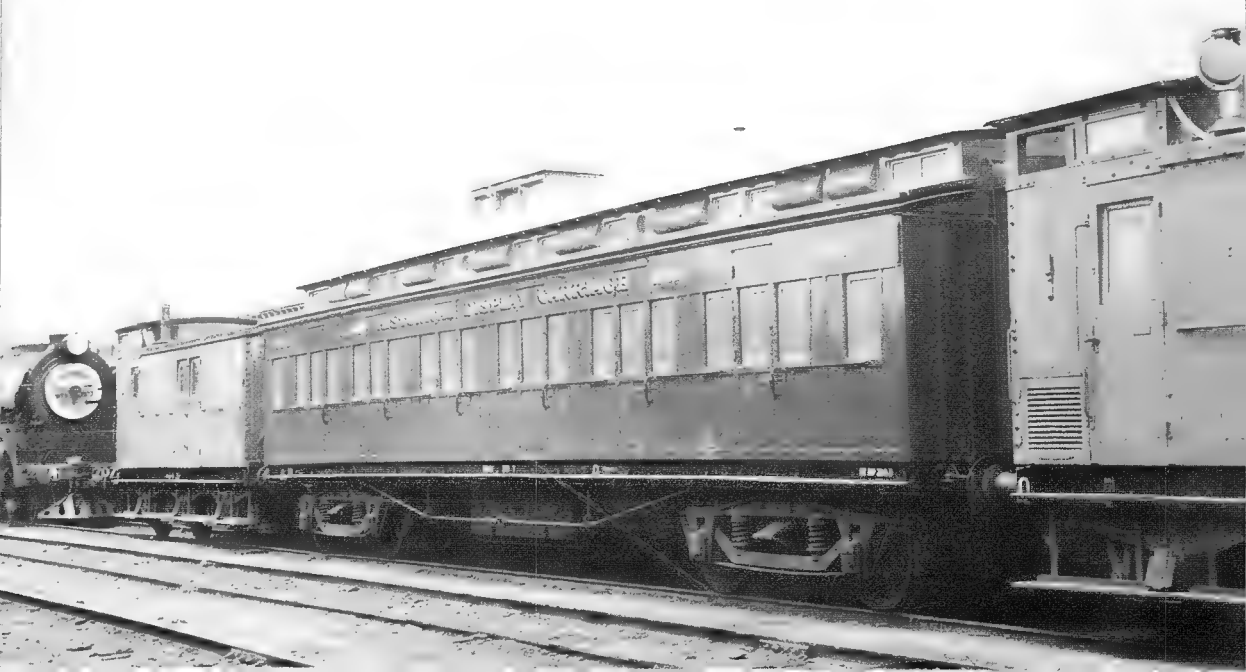
R. K. Whitehead

During a special trip to Seymour on 17/11 Mr. and Mrs. Gibbs enjoyed the view from the platform on Yarra car.

Gary McDonald

30AV, the Society's display car featured in the North East Centenary celebrations and is pictured at Wodonga on 25/11/73.

John Dare



Australian Railway Historical Society

VICTORIAN DIVISION

(Incorporated in Victoria)

ANNUAL REPORT AND FINANCIAL STATEMENT FOR THE YEAR ENDING 30th APRIL, 1984

PRESIDENT'S REPORT

The Society's year, which commenced in May 1983, opened in promising fashion with our Victorian Division playing a leading part in the ceremonies commemorating the 100th anniversary of the linking of the Victorian and New South Wales railway systems at Albury/Wodonga. With the co-operation of the railway authorities and kindred bodies in both States, the meeting of the two steam trains and ceremonial breaking of the ribbon above the south bank of the Murray, followed by parallel running of the two steam trains, between the two border cities that day and as far as Wangaratta next morning, were highlights which will long be remembered by the hundreds of passengers and many local people who were present. The ARHS contribution to the occasion was highly commended by senior State, Railway and municipal representatives who participated.

After this auspicious opening to the year, the Division was soon plunged into a vigorous, and at times rather bitter, campaign for the annual elections for President and Council, and for and against a resolution put forward by a number of members concerning the level of support to be given by the Division to Steamrail Victoria. By the end of the Annual General Meeting in July, a night which could only be described as traumatic, the election was decided, in a record poll, by quite a small majority; a greater majority indicated that the new Council should give closer support to Steamrail than had its predecessor.

No doubt there were many members who were worried about the future of the Society in Victoria as a result of those unhappy six weeks. In the event, no-one was lost to the Society; the new Council set about running the affairs of the Division for the benefit of all the members and all aspects of the Society's activities, and the detailed reports which follow will indicate the degree of success achieved. As is normal in all voluntary organisations, some on whom we have relied for a number of years to carry out a lot of the day-to-day, somewhat humdrum, tasks of administration, felt that the time had come to hand over their burdens, and we express our grateful thanks for services rendered over quite a long time to Eric Pretty (Sales) and his wife Bev. (Membership), Mrs Bev. Wright (mailouts) and husband Kevin (*Newsrail* news editor), and Keith Buckland (recordings). During his four terms as President Eric had somehow found time to continue with the day-to-day sales administration, while at the same time doing much to enhance the reputation of the Society in the public eye, particularly in Government and highter Railway circles, in the wider sphere of our activities generally.

To shoulder the tasks laid down, members came forward, recruited in several cases by our indefatigable Secretary Robert Bramley, who is always ready to step in when a gap occurs and keep the show running while replacement personnel are found and trained. The computerisation of address lists and membership records at the beginning of 1984 caused an extra workload at the time, but will be of great benefit in the future. We are grateful to our Accountant, Brian Comport, for his enthusiastic support of this project as well as the progressive computerisation of our accounting system.

1984 opened with all departments functioning smoothly, but further traumas were to come. A very regrettable indiscretion on the part of some members of the Tours Committee, which caused offence to a section of the AFULE (loco union), resulted in Council feeling obliged to take urgent steps to reorganise the Committee. Here we record our appreciation of the work for the Society over many years of Tony Sell, not only as Tours Secretary and organiser of many of the tours, but also as a Vice-President, honorary legal officer and Council representative on a number of sub-committees, and also Steve Bucton and Warren Banfield, Tours members and former Councillors.

As at the beginning of the Council year, it was once again "business as usual during reconstruction". Peter Keen was appointed Tours Chairman and Don Potts came back on the Committee as Secretary. As with the re-organisation of the Sales department earlier, Ian Lornie was a tower of strength during the changeover period. Ian Jenkin was promoted to Vice-President and Neil Pearson came back on Council in the vacant position.

During the "reconstruction" periods there was considerable progress in most, if not all, of our departments. Early in the new financial year, before Council completes its term of office (and with a more "normal" election this time all serving Councillors will be assured of a seat somewhere at the table in September) the National Record will become a fact, and the 1985 National Calendar will be on sale. In November the second major tour for the year (following the combined Mt Gambier tour in May) will run to Kerang and Koondrook, and early in 1985 the long-awaited definitive book on the R class locomotive will be published. Meanwhile the Museum Committee, despite the frustration still experienced over future location of the Museum, continues with the never-ending task of keeping the present site and the exhibits in first-class order and open to the public several days a week, and has undertaken in addition the complete restoration of *Yarra* parlour car. Other groups with year-round duties which are sometimes taken for granted are, of course, *Newsrail* and the meeting nights-syllabus items-slide competition sub-committees.

And what of our support of live steam preservation and particularly Steamrail Victoria Ltd? Taking note of the clear expression of the wishes of a majority of our members, Council rescinded certain resolutions of its predecessor. Steamrail, along with other kindred bodies, gets a mention from time to time at monthly meetings and in the Members' Newsletter, and ARHS members who wish may continue to pay a reduced subscription to Steamrail and receive the latter's mail-out material through ARHS. With restoration of additional locomotives by Steamrail and its country branches and also by other groups, commercial and voluntary, and an increasing awareness in government and railway circles of the importance of retaining significant parts of our transport heritage, it remains only for a firm decision to be taken by the State Government in consultation with the Society for the future location and management of the Railway Museum, and the preservation of Victoria's railway history will be set on a basis second to none, at least in this part of the world.

SECRETARY'S REPORT

Another year! A year full of highlights, dead lines, things to do, and also members retiring from positions held and members being recruited to fill these positions.

During the year the Mailing Officer (Mrs B. Wright) and Membership Officer (Mrs B. Pretty), retired from onerous but vital positions in the Society. The introduction, in the latter part of the Financial year, of the computer to keep the Society membership records was accomplished with no major hassels during the changeover, but as the technology and method of working is totally different to the manual system previously used, many hours have been spent, in ensuring that it went as smoothly as possible. To those members who encountered problems with their mail-outs during the last quarter of the year our thanks for being so patient with us. To those who were directly concerned with the changeover and spent many hours checking and rechecking the computer inputs and outputs, my thanks.

Special Thanks

As mentioned elsewhere in this Annual Report, the Library has not opened as yet to serve the membership. One of the reasons for this is that the two members in charge of the Library, David Palmer and Peter Churchley, were unlucky enough to be in a given place at a given time and willing (most times) to be co-opted to any job the Secretary happened to have going at the time. Without these two members making themselves available, usually at very short notice, many jobs in the Society would not have been done as quickly as we would have liked. My special thanks to them.

Membership

The following are the comparative Membership figures for the 1982/83 and 1983/84 Financial years:

	1982/83	1983/84
Renewals	1113	1152
New Members	124	95
Total Membership	1237	1247
Bulletin Subscriptions	856	873
Newsrail Subscriptions	1466	1487

The increase in total membership of 10 over last year is mainly due to a higher percentage of renewals being achieved, although the number of new members is down on last year. All other figures show slight increases over the previous years figures.

General Comments

One may say a year of no major progress, although it would perhaps be better to say a year of consolidation. A year when Council addressed itself to the problems of the Society instead of looking for conflicts of interest, no matter how distant they may be. The reformation of the Research Group, computerisation of membership records, the further computerisation of Society Financial records have been a couple of items given particular attention and will bring benefits to the Society in years to come

Future

What does the future hold? Oh that we should know!! The first steps are being taken to alter the incorporation of the Society from the Companies (Victoria) Code to the Associations Incorporation Act, which will result in the better administration of the Society's affairs, outside the constraints of the Companies Code, which was not designed for Societies such as ours. Members will hear further on this during the coming year. What else does the future hold — well I suppose we will just have to wait and see.

FINANCE COMMITTEE

The Society has completed another quite satisfactory year from the financial angle, in spite of the fact that there were no major production of books or records.

Careful management and wise investment by the Treasurer has brought about this position.

However, in view of ever rising costs of servicing members and providing finance for the various functions of the Society, it is essential for at least one major production a year, particularly in view of the rising cost of trips and the subsequent drop in patronage.

The Accounts of the Society have been computerised and the benefits are now being felt.

PUBLICATIONS

Although there have been no book publications produced during the current year, the Publication Committee members have been very busy on a number of projects that should see fruition in the next twelve months.

The 1984 Calendar was produced by Barry Eadie and due to the close co-operation of Magenta Press, we were able to achieve a far higher standard of reproduction than in 1983. To ease some of the load from Barry's shoulders, calendar production has been re-organised with several members of the committee, playing a greater role in the preparation and production phases. At the time of writing this report the 1985 Calendar is in the hands of the printer; which should maximise our possibility of gaining a reasonable share of the sales market this year.

Peter Silva has been engaged in the herculean task of not only tracing the original photographs of *Speed Limit 20* but also in selecting many new photos from the hundreds of others that are now available; and as this production is now at the layout stage, we hope to see its release sometime in 1985.

With two other major productions by Robert Carlisle and Barry Eadie both nearing the stage where they can be taken to the printer the Committee may well find itself in the happy but embarassing situation of having more major book productions ready to produce at once than the limited finances of our society can allow.

The Committee is also looking ahead to those productions which will follow those already under way; and a number of exiciting possibilities are in the pipeline.

As members will note elsewhere, the suggestion made in the 1982-83 Annual report has been acted on; and a Research Group is now functioning within this division of the Society.

While the function of this Group is not only to provide the Publication Committee with material for production, our committee has spent some time in examining means of low cost publication of papers and other material that might not be otherwise economically viable.

Inevitably the Publications Committee is faced by the problem of the lack of manpower and we would always be pleased to welcome any members who would like to join us and assist our production team.

RESEARCH GROUP

It is pleasing to report that a Research Group has been re-established within this division of the Society by a small number of interested members. It has been a quiet beginning with the Group initially concentrating on defining its mode of operation. The principles of mutual co-operation and free exchange of information were selected as keystones for the Group.

Now we are turning our attention to the real function of the Group — research. During the coming year it is the aim of the Group to become firmly entrenched in the Society by providing a research service for other Groups and providing help for individual members. So if you are currently doing a little research, or would like to but don't know where to start, contact the Research Group. You may be able to help us and it is our aim to help you.

ENTERTAINMENTS AND SLIDE COMPETITION

As in the past few years this Committee is pleased to report, that for the period under review, a successful series of Entertainment meetings have been conducted. Attendances have remained consistently high throughout the year; and although a few familiar old faces have not been present at all meetings, there has been a pleasing stream of new members to take their places, many of whom have become regular attenders.

Following suggestions made to the committee and to the Council it was decided to introduce the provision of light refreshments at interval and to reorganise the utilisation of space in the foyer area. This has been highly successful, with many members enjoying the tea and coffee provided by the Social Committee; and the Sales Department being placed in a far more advantageous position to conduct their business. Special thanks must go to Jim and Betty Beggs and Ian and Beryl Lornie of the Social Committee who willingly took on this extra regular task.

In a year of many highlights, our thanks must go once again to the Film Group, who provided us with their usual series of very entertaining evenings throughout the year. The amount of time which they must devote to the selection and preview of films for each programme must be immeasurable; but it is obviously appreciated by all who are present at these well attended evenings.

Thanks must also go to Ray Bruce who has once again regularly provided an interesting and entertaining selection of slides from the Archives Collection at most meetings.

This year has also seen a very pleasing re-awakening of interest in the slide competition. Almost every month there has been a new record created in the number of slides submitted to be judged; and the judges have frequently commented on the high standard of the slides and the difficulty in selecting clear winners.

In a very closely tied competition, that was not finally decided until the November meeting, the 1983 Annual 35 mm Slide Competition was won by Adrian Rose with 21 points, from three other contestants who could all have won from their positions in October. The December Winner of Winners competition was won by Alan Williams. Congratulations go not only to Alan and Adrian, but also to those who helped to make the competition so successful.

In conclusion we must again express our special thanks to Derek Tucker and his staff of the National Mutual, who with their pleasant and friendly co-operation have made possible the smooth running of our entertainment evenings.

Syllabus Items for Entertainment Meetings for 1983-4

1983	May	Pot Pouri — A. Straffen: Railway Banknotes G. Dee: Number Plates and Builders Plates M. Symon: Tickets.
	June	R. Bruce — History of the North East Line.
	July	A.G.M. — Film Group Newsreel.
	Aug.	V. Findlay — Far Eastern Railways under Japanese occupation.
	Sept.	Preservation Night — T.M.S.V., K. Kings.
	Oct.	Film Group — Stan Flattely prize winners.
	Nov.	G. McDonald — Bellarine Peninsular Railway.
	Dec.	Annual Film Night.
1984	January	D. Potts — Qld. and other ARHS Tours.
	Feb.	Film Group.
	March	P. Habersberger — The Orient Express.
	April	D. Foulkes — Commonwealth Engineering, Design of vehicles for the MTA.

NEWSRAIL

It is pleasing to report that during the last year, *Newsrail* has continued its slow but steady growth. We are now able to produce at least six colour covers each year, a January edition was introduced and our print run has been increased to 2,600 per month. This is very pleasing to see and we are hoping to maintain our growth in the future.

During the year Kevin Wright had to retire from the News Editor position and we thank him for the time and effort he put into this very important, but at times frustrating job. We were lucky to have Joe French step into the vacant position and he has handled it very well.

It was unfortunate that we had to increase the cover price during the year, but we still remain quite competitive with other comparable magazines.

With the advent of full through running to Adelaide, the return of the GMs and the arrival of the L class from Western Australia, there is certainly a lot happening.

We are always looking for reports from members who travel through the less well reported areas of the state.

We thank all our regular contributors of news and photos and hope we can get a few more in the coming year. For the cost of a stamp, you can keep the rest of the state in touch with the happenings in your district.

Our Advertising section has remained profitable during the year, the classified section is a very cheap way for members to buy or sell items.

To those who have helped in the past year, we extend our thanks.

ARCHIVES

The year 1983-84 has been a good one for Archives, work is continuing with the sorting, registering and indexing of the many thousands of photographs in the Archives collection.

It is encouraging to note that the average attendance on Tuesday nights, holidays excepted, since the New Year is fourteen and a number of new members have been gained from interested non-members who have attended from time to time.

A film night was arranged for committee members and regular attenders at Archives during March, the feature film was "The General" with Buster Keaton, a 1927 silent film of the American Civil War period.

Co-operation with interstate Archives has been established and material relevant to their Divisions has been donated and letters of appreciation have been received.

Special thanks must be given to member Ian Barkla for completing the Herculean task of collating, indexing and enveloping approximately 2000 negatives of the Wal Jack collection. This collection forms a unique record of railway activities in the Ballarat district during the 1940-60 period.

A number of photographs have already been selected for inclusion in the Society's forthcoming book on the North British R class locomotive which is expected to be published early in 1985.

The display of photographs and General Arrangement drawings of locomotives were again selected and mounted for display at the ARMA exhibition.

The sorting and grouping of railway tickets is continuing and it is good to report that increased interest has been noticed with the Signalling Diagram collection which has been sorted and indexed.

Many donations of photographs, timetables, books, sundry magazines and diagrams as well as a Stationmaster's cap and coat have been received and added to the various collections.

It is expected that long range planning for Archives will be considered by the Committee members within the next few weeks.

FILM GROUP

For an Historical Society, Archives are always an essential activity. For such a Society doesn't exist solely for the present: rather much of its research and archival endeavour is directed towards preserving the past and present for the future. Film preservation is ever becoming a higher priority in the community at large: vast quantities of vulnerable motion picture film is subject to deterioration without proper storage and dedicated preservation. For our Society the problem is acute. The costs of acquiring and preserving priceless railway footage are escalating while irreplaceable film is slipping through our fingers. The commercial film trade seems oblivious to the historical value of many rail feature films and shorts while the National Library has all types of films to consider (not just rail transport). It's becoming acutely clear that special interest groups like ours have a special commitment to preserving our part of Australia's past.

Production

One vital way in which the Film Group is attempting to further the ends of archival preservation is by compiling archival rail film into new film productions. Not only is the footage made much more accessible to modern audiences by the inclusion of sound tracks and narration, but the striking of multiple new

prints of the archival film contained in these productions ensures the survival of the old footage for many years to come. Our latest historical release: *Whistles in the Hills,* has brought together a vast range of priceless archival film dating from the early days of the century, recording the unique world of narrow gauge railways in Victoria. It involved nearly five years of searching for film and collaboration with sister societies such as the Puffing Billy Preservation Society and the Light Railway Research Society of Australia.

Shooting is almost complete on another historical production, *Setting the Road,* which is recording the colorful history of signalling and safeworking practices.

Screenings

Over the past year a series of screenings were well supported by members. The highlight of 1983 was the special 35 mm night when we screened the magnificent short film: *A Line for all Seasons,* on the western highlands route to Skye, accompanied by a long overdue release of the nostalgic Flying Scotsman film: *Coming Home* (its return from America) and *RH&DR* (the Romney Hythe and Dymchurch railway). Other excellent shorts have included *Steam Locomotive Ast 281/11* from the BBC, the beautiful history of the industrial revolution in Britain *Age of Invention* and the fascinating promotion of the *Orient Express.*

1984 opened with a special effort screening, taking members on an armchair Great Railway Journey into exotic places like China, Russia and East Germany.

The 1983 Annual Film Night "rolled them in the aisles" with an uninentionally hilarious melodrama of runaway ski special in the American snow country: *The Runaway Train.* A horde of ancient "soapie" actors, every cliche in the book and super rail action (although we all knew the train would survive!).

The 1983 Stan Flattely Memorial Film Competition revealed a gratifying increase in entries in the Archival Section. The worthy winner was Michael Schrader's *Bendigo Early 60s* (which also came second in the overall competition). Winner of the Grand Prize was David Crawford for his brilliantly shot film of NSW loco 3102. The Film Group prize went to Brian Witte for a colorful French rail tour, *Culture Choc,* while Awards of Merit went to R. G. Bishop in the Archive Section and Ian Goff in the General Section. Special thanks go to Mrs Flattely for her continued enthusiasm and support for this annual prestigious competition.

Archives

A number of new additions have come in the past year, both on film and video copies. Footage of the first XPT's visit to Melbourne, archival footage of Puffing Billy, TV clips of several promotions for the Society's activities on programmes like Young Talent Time, and the end of steam on South Maitland Railways were among highlights of Archive acquisitions during the year. However, the escalating costs of acquisition of footage from television continue to give increasing concern for the future.

Sales and Library

Despite problems of manpower shortages, activity has occurred in these areas. Notably, the Video Sales scheme has at last been launched to offer all Film Group productions for sale on cheaper video copies in addition to film prints.

The Library continues to provide rail films for hire at reasonable rates and programmes of films are also provided to other rail societies.

Sales of royalties to production companies continue to return useful revenue in addition to publicity for the Society in a range of film and video productions.

SALES DEPARTMENT

With no new productions during the year, another quiet year was experienced by the Sales Department.

Revenue from our meeting nights and the limited number of tours on which a sales counter operated were disappointing despite a number of new items received during the year.

After excellent sales in previous years, the National Calendar, despite being of its usual high standard, was a cause for concern with approximately one-fifth of our print not being sold which could partly be attributable to a substantial drop in sales to interstate members. Hopefully, this situation will be reversed in the forthcoming year through an intensive sales campaign.

The AMRA Exhibition in March over the Labour Day weekend again helped to boost Society funds with sales being substantially higher than the previous year.

With the removal of restrictions of the sale of Bulletin to non-Bulletin members during the year, the sale of back issues was quite encouraging.

During the year, stocks were exhausted of the very popular *The Outer Circle,* featuring the Oakleigh to Fairfield cross-country railway line, and *Timber, Spuds and Spa* which was based on the Daylesford district lines.

Also during the year, Eric Pretty handed over the management of the department to me and I am grateful for the knowledge that he has passed on regarding the facets of buying and selling our products. Thanks must also be extended to Jim and Betty Beggs, Ian and Beryl Lornie, Fred Knuckey and Glen Carmichael for the willingness to assist on the sales counter at our meeting nights and also to all those who assisted at AMRA.

The forthcoming year looks promising with the anticipated release of two and possibly three new releases which should swell Society coffers appreciably.

LIBRARY

Another year of hard work went into making the library ever more ready to receive its opening in the next Financial year. Unfortunately we were unable to open this year due the lack of additional shelving and the slower progress than expected in cataloguing of the books in the library.

With shelving expected early in the new financial year, opening should take place early in 1985 after a far too long period of being closed.

EXHIBITIONS

As usual our main effort went into the Labour day weekend at the Camberwell Civic Centre. With an increased attendance this year many more members of the public were able to be shown some of the Society's activities.

With an application being submitted for the 1985 exhibition, we are looking at a vastly different format making even better use of the available space.

Application has also been made to participate in the Ballarat Model Railway Exhibition over the Queen's Brithday weekend, and we hope that we are able to participate in this exhibition.

RAILWAY MUSEUM

The Railway Museum has completed another very successful and eventful year. The two main events being the 21st Anniversary of the Museum in May 1983 when Mr S Crabb, Minister for Transport officiated and unveiled a Plaque; and the second in April 1984 when Mr Keith Dunstan, a Board member of the MTA and well known journalist unveiled three plaques. The first commemorated the 100th Anniversary of Locomotive T94, another acknowledging the donation of materials for the rebuilding of the tender of T94 by Mr Charles Spiteri of Able Sheet Metal Industries of Spotswood, and the third recording the assistance given to the Museum by

the late Des Layton and his son Wayne, a regular and long standing member of the workforce. On each of these Special occasions, Steam Train Shuttle services operated from Spencer St to North Williamstown and were well patronised. The Tours Committee organised ticket sales etc. on both Sundays in a very efficient manner.

With a limited number of Voluntary workers and minimum facilities for them at the Museum the results are very creditable, and from reports of our members who travel overseas, and visitors from overseas, this Museum of ours is certainly not surpassed by any similar type anywhere in the world. The workforce, both on the restoration and the Gatekeeping sides, is a very close knit and efficient unit. Apart from the Senior workers, a lot of credit must also go to the juniors, some being locals, and others travel from various parts of Melbourne to assist and enjoy their hobby. The Ladies Committee and their helpers have also contributed greatly to the Museum's success.

Another big project was the continued restoration of the Historic Parlor Car *Yarra*. This vehicle along with a couple of others came under the control of the Museum Committee when a number of workers from the Carriage group found that they were unable to do justice to both, this group and the restoration of the Swing door cars at Electrail. After starting work on the car during the 1982/83 Christmas holiday period at the Spotswood Workshops complex, courtesy of Mr T Binns of Steam Age Australia Ltd, the car was returned to service in April 1983 and proved very popular. In January 1984 work commenced on the interior of the vehicle, all timber work is being stripped and french polished most having been removed from the car, the seats re-upholstered, fittings restored and curtains etc. made to restore the *Yarra* to its 1906 glory. When it returns to service later this year it will probably be the first full restoration of a carriage in Australia, and a living memorial to the crafts and expertise of the Victorian Railway craftsmen who built the car. The generous donations from members, a proportion of proceeds from Society trips, and the Special efforts organised by the Museum have raised finance which has gone a long way in this rather expensive job. Unfortunately this project has reduced work on the exhibits at the Museum, only two (X36 & T94) being fully repainted, and preservation varnish being applied to D4-604, E236 and F176.

In all our activities, we appreciate the assistance received from Railway Management and staff, as well as the co-operation of all media when required.

The Future of the Railway Museum

Unlike many Tourist attractions, the attendances at the Museum are increasing, although mid-week visits are slightly down, probably due to restrictions on school outings by the Education Department. Through efficient business like management the financial position is very sound.

It is now 2½ years since the VR agreed to extra land for the Museum and a 21 year lease, but the Government has not signed the necessary lease papers as they are investigating the possibility of moving the Museum to the South bank of the Yarra River as part of the improvements to the area. It is most frustrating, particularly as we would like to have some of the additional exhibits held on our behalf, placed in the new area, where restoration could be started.

Regardless of the future location of the Museum, either at Williamstown or in the city, it is essential that it come under the auspices of a Government or semi-Government Authority. This is also in accord with a Annual General Meeting decision, and is vital for the long term future of the Museum, as volunteers will not be able to continue to carry the burden of this significant collection of Victorian Railway equipment. Unlike almost all other Railway organisations, this Museum is preserving the History of Victoria and the Victorian Railways, and particularly having regard to its excellent track record of viable management and progress without as much as a cent of outside money, surely we are entitled to substantial Government assistance to ensure the future of this significant Museum.

TOURS

Another interesting year for Tours despite large increases in train charter rates, shortages of rollingstock and less destinations available especially for day trips.

As each year passes it becomes more difficult to market successful Tours at a realistic fare. Overnight on New Year's Eve 1983-84, railway charter rates increased sharply with some diesel tours costing doubled. Steam Tour costs rose by 30%.

Gone are the days when the Society could choose preferred types of locomotives, carriages and rail motors. During recent times we have been lucky to obtain a train of any sort. Perhaps the record delay has been around 15 months to obtain a DERM for a Melbourne Yards Tour on a Saturday.

The Railway Departments now require the Society to confirm whether a Tour will be operating 10 days prior to the actual Tour date. This procedure places considerable strain on our volunteer Tour officials, particularly, as many potential patrons do not bother to book until a few days before the trips. It is vital that persons book early to ensure that Tours scheduled for their benefit are able to run. It is very frustrating when Organiser's have to cancel Tours due to insufficient bookings 10 days before the Tours only to find that there are subsequently a flood of last minute applications which would have enabled the Tours to proceed had they applied before the day deadline.

Hopefully, next year the Tours scene will offer brighter prospects. Prospects of a D3 and R class engines returning to service after an absence of a decade should boost interest in Tours. At the same time all enthusiasts gratefully acknowledge the faithful service rendered by the K class engines without whose presence steam Tours would have ceased 10 years ago. The progressive restoration to service of further main line carriages by Steamrail Victoria should ease the rollingstock shortage towards the end of 1984. Those actively involved in steam preservation are to be commended in their untiring efforts in surmounting daily challenges which have become increasingly complex since dieselisation nearly 20 years ago.

The Tours Committee extends thanks to all those who have spent many hours planning, organising and acting as booking officers and train officials throughout the year. New volunteers are always welcome. Their efforts were rewarded by patronage for which the Society is highly appreciative.

The following is a brief summary of Tours included in the 1983-84 program.

The year opened on May 7 with the Railway Museum's 21st Anniversary shuttle trips followed later in the month by a tour to Morewell travelling on regular trains with charter buses to inspect the State Electricity Commission Railway and the Australian Paper Mills sidings.

The Albury Railway Centenary was commemorated in fitting style during the Queen's Birthday Weekend. Visits were also made to Wahgunyah, Myrtleford and Bandianna. Engines K153 and K190 were used on the Broad Gauge and 3026T on the Standard Gauge.

On June 30 and July 1 a Hail & Farewell tour utilising W7 tram 1040, a two-car Tait and a Mk. III bus commemorated the abolition of the Melbourne & Metropolitan Tramway's Board and the birth of the new Metropolitan Transit Authority.

On July 2 an adventurous tour was made to Timboon, one of the most scenic and rugged branch lines surviving in the State. The Eastern Explorer tram tour using car 644 originated from South Melbourne Depot to visit such places as Toorak, Malvern Depot, East Burwood, Wattle Park, Camberwell, Kew-Cotham Road and the City.

The Society's day tour to Colbinabbin and Stanhope on August 13 was noted for constant ahead of schedule running, so much so that five extra photostops were added. S303 was the motive-power north-east to Seymour with Y168 beyond. The evening meal was taken at the Mitchelton Winery.

After 19 years since the previous extended Tour of Queensland back in 1964, the Sunshine State was revisited during October 7-30. The generous hospitality of the Queenslanders

including the ARHS-Q Division who sponsored a 9 day Daylight Tour section Cairns to Brisbane as part of the overall itinerary was greatly enjoyed and appreciated. Amongst the many highlights was the memorable Great Train Journey of the World on the legendary Gulflander from Croydon to Normanton. Total distance travelled including an off-the-beaten track forward transfer via Dubbo, Bourke and Cunnamulla was 12,208 km involving 8940 km rail, 1664 km road, 1550 km air charter, 54 km sea.

Tours are sponsored primarily for the interest and enjoyment of participating. Whilst endeavouring to provide good value for money it has been acknowledged over the years that many of the Society's important activities and services are reliant on funds from Tour profits. At the same time it has never been policy to impose undue financial hardship on Tour patrons as an easy means of subsidising non self-supporting activities. Thus, when good bookings and better than anticipated travel and accommodation rates resulted in an excessive profit from only 36 participants on the Grand Queensland Tour '83 Council had no hesitation adopting the Organiser's recommendation that passengers receive refunds varying from $120 to $170 each.

Another successful Weekender extending over Melbourne [illegible] Day was to Wollongong and Port Kembla. Highlights included visits to the Australian Iron & Steel industrial railway, the Port Kembla coal loading facility, the Railway Transport Museum and SPER tramway at Loftus.

Lack of patronage compelled the Wycheproof Railway Centenary in September to be diesel instead of steam hauled. Nevertheless, not one but two runs were made up and down The Broadway, the only main street in a Victorian town with a rail line in the centre of the roadway.

The Society combined with the Association of Railway Enthusiasts for the Sale — Stratford Tour on November 12. This occasion commemorated the cessation of use of the old Sale station and inauguration of the new Sale passenger facilities.

In the absence of the regular end of the year rail tour, the last outing per medium of the flanged wheel and fixed rail was a tram tour in early December to Royal Park, St. Kilda, Albert Park and South Melbourne.

The western and eastern extremities of electrification were visited by a three car Comeng set on January 21. Despite signalling failing at Laverton on the way to Werribee and again on the way home from Traralgon, enthusiastic crews and high speed running reduced delays significantly.

On February 5 to cater for diesel enthusiasts a WL loco on hire by V/Line from Westrail was utilised from Melbourne to Seymour and return. The considerable costs incurred in having to charter the whole *Intercapital Daylight* Express set instead of just a few carriages reflected in the fares charged and final financial outcome of this Tour.

The western branches of Yanac and Yaapeet were destinations during the weekend of March 2-3. Diesels, T335 on the mainline and Y157 on the two branches hauled the special train. Although the programmed visit to Yanac was extended by 2¼ hours due to a burst brake pipe which required the attention of a fitter summoned from Dimboola wise timetabling meant a return to Melbourne only a few minutes late.

RECORDING GROUP

The Recording Group over the year has taken a low key role and has concentrated on finalising the release of *Steam Under the Southern Cross.*

Our thanks go to Keith Buckland on his retirement from the Recording Group. Keith has been the mainstay of the Group with the cataloguing of the tapes and who was instrumental in getting the new record/ cassette release off the ground.

We also thank those other members who have assisted in *Steam Under the Southern Cross.*

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

We have examined the Balance Sheet of the Australian Railway Historical Society — Victorian Division as at 30th April, 1984 and the Income with Expenditure Statement for the year ended on that date.

As an audit procedure it was not practical to extend our examination of income and receipts beyond the accounting for amounts received as shown by the books and records of the Society.

1. Subject to this reservation, in our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the Society's affairs at 30th April, 1984 and of the surplus for the year ended on that date.

2. As required by the Companies (Victoria) Code we report as follows:

   In our opinion

   (a) the attached accounts are properly drawn up:

      (i) so as to give a true and fair view of the matters required by Section 269 to be dealt with in the accounts; and

      (ii) in accordance with provisions of that Code.

   (b) the accounting records and other records, and the registers, required by that Code to be kept by the Society have been properly kept in accordance with the provisions of that Code.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 6th August, 1984.

By its Partner,
K. B. Macrae

AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION YEAR ENDED 30th APRIL, 1984 ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1984 and in accordance with Section 270 of the Companies (Victoria) Code report as follows:

(a) Directors in office as at the date of this report are

Mr. E. J. Hogan	Mr. F. J. Beggs
Mr. E. W. Pretty	Mr. I. R. Bird
Mr. I. V. Jenkin	Mr. B. J. Eadie
Mr. G. A. Peterson	Mr. I. Lornie
Mr. R. G. Bramley	Mr. N. A. Pearson
Mr. P. T. Jeeves	Mr. P. J. Silva

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $21,151.18.

(d) The following amounts were tranferred to reserves or provisions during the financial year.

Provision for Depreciation of Furniture and Equipment	$1,675
Provision for Depreciation of Rollingstock Exhibits	$225
Provision for Doubtful Debts	$69

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

ANNUAL REPORT OF THE DIRECTORS (Continued)

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets [other than those mentioned in paragraph (g)] were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

E. J. Hogan, Director

Dated at Melbourne this 20th day of July, 1984. R. G. Bramley, Director

STATEMENT BY DIRECTORS

We, Eldon John Hogan and Robert George Bramley, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors:

(i) That in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1984 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1984.

(ii) There are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

E. J. Hogan, Director

Dated at Melbourne this 20th day of July, 1984 R. G. Bramley, Director

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1984

1983		1984
	SOCIETY FUNDS	
$28,197.94	Accumulated Fund	$34,188.63
59,581.76	Museum Preservation Fund	68,781.96
147.62	Steam Preservation Fund	147.62
6,131.66	Museum Building Fund	6,131.66
6,495.13	Loan — Museum Tour Surplus	—
$100,554.11		$109,249.87
	These Funds are represented by:	
	CURRENT ASSETS	
10,990.33	Cash at Banks	9,916.22
2,461.61	Debtors — Trade	5,116.55
877.30	Less — Provision for doubtful debts	946.12
1,354.00	Sundry Debtors	—
36,383.73	Stock on Hand	36,369.38
348.00	Prepaid Purchases	2,313.20
126.01	Tours Expenses in Advance	76.40
100.00	Cash on Hand	100.00
50,886.38		52,945.63
	LESS CURRENT LIABILITIES	
7,612.05	Creditors — Trade	6,623.39
3,574.50	Tour Receipts in Advance	2,724.50
—	Other Creditors	1,759.66
11,186.55		11,107.55
$39,699.83	**Net Current Assets**	$41,838.08
32,733.53	**Plus Investments**	40,733.53
	PLUS FIXED ASSETS	
385.44	Additions at costs	457.53
19,557.94	At Cost	19,943.38
1,495.38	At Council Valuation 17.6.77	1,495.38
18,450.00	At Council Valuation 18.12.78	18,450.00
39,888.78		40,346.29
11,768.03	Less Provision for Depreciation	13,668.03
28,120.75		26,678.26
$100,554.11		$109,249.87

ACCUMULATED FUND (MOVEMENT)

Balance 1/5/83	$100,554.11
Profit for the year 30/4/84	21,151.18
Less Yarra Car Expenditure	11,361.22
	$110,344.07
Amount transferred to balance sheet as other creditors for *Yarra Car* not yet expended	$1,094.20
	$109,249.87

YARRA CAR SUPPLEMENTARY STATEMENT

Donation from previous year	$5,004.32
Receipts from hire year ended 30/6/84	1,570.00
Funds from tour profits 81/82	6,495.13
Funds from tour profits 83/84	4,866.09
	$17,935.54
Less Yarra Car expenses	$17,935.54
	NIL

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR THE YEAR ENDED 30th APRIL, 1984

1983		1984
	INCOME	
9,750.00	Membership Subscriptions	12,338.00
375.00	Enrolment Fees	287.32
4,387.45	Interest Received	4,948.88
9,031.53	Surplus from Museum	9,200.20
2,760.52	Surplus from Tours	11,920.58
6,206.46	Surplus from Sales Department	9,212.04
2,514.59	Surplus from 'Newsrail'	686.33
1,389.38	Surplus from 'Bulletin'	1,808.56
10.00	Donations Received	50.24
36,424.93		$50,452.15
	LESS EXPENDITURE	
2,368.88	Direct Service to Members	2,760.11
21,241.99	Administration	24,351.90
3,041.26	Film Group	1,617.28
1,135.62	Recording Group	112.00
526.70	Archives/Research	296.03
74.26	Other Expenses	163.65
28,388.71		29,300.97
$8,036.22	**NET SURPLUS**	$21,151.18

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

OFFICE BEARERS 1983-84

Patron: A. S. Reiher.

Life Members: J. Y. Harvey, J. E. Wilkie, A. C. Hill, E. Quinlan, C. Craig, G. Dee, J. Brough, R. Bruce (Elected May 1984).

President: E. J. Hogan.

Vice-Presidents: I. V. Jenkin,* G.. A. Peterson, A. E. Sell.*

Immediate Past President: E. W. Pretty.

Secretary: R. G. Bramley.

Treasurer: P. Jeeves.

Councillors: J. F. Beggs, I. R. Bird, B. J. Eadie, I. V. Jenkin,* I. C. Lornie, N. A. Pearson,*P. F. Silva.

Museum:
Manager N. Pearson,
Committee: F. J. Beggs, T. Clark, P. Jeeves, I. Lornie, W. Matthews, G. Peterson, E. Pretty, D. Palmer,*
Minute Secretary: P. Jones.
Works Supervisor: I. Bird.†

Museum Development: Chairman: J. Wilkie.
Members: A. Hill, M. Hughes, N. Pearson, G. Peterson, E. Pretty.†

Tours: Chairman: S. Bucton, P. Keen.*
Secretary: A. Sell,* D. Potts.*
Members: W. Banfield,*D. Crosby,* P. Keen, I. Lornie,† F. Londey, S. Moore, B. Payne, B. Sykes,* R. Tralaggan, J. Beggs.*

Publications: Chairman: I. Jenkin.†
Members: I. Cutter, T. Forshaw, G. Gregson, F. Londey, P. Silva, F. Stamford.*

Newsrail: Convener: A. Ward.
Articles: R. Watts.*
News: J. French.*
Layout Production & Pictorial: B. Eadie.†
Advertising: M. de Josselin.
Assistants: J. Dare, R. Gorman, A. Sell.*†

Sales: Officer: G. Gregson.
Assistants: F. Knuckey, F. J. Beggs, I. Lornie,*† G. Carmichael, M. Martin, E. Pretty.*†

Archives: Convener/Secretary: R. Bruce.
Members: D. Beardsell, R. Carlisle, P. Dunn, A. Gunzburg, B. Herbert, P. Silva,† G. Watt.

Entertainment & Slide Competition:
Convener: I. Jenkin.†
Members: W. Banfield, R. Bramley, V. Findlay, I. Lornie, A. Straffen, G. Gregson.

Sound Recording: Convener: G. Peterson.†
Member: M. Etherton.
Advisor: C. Craig.

Finance: Convener: N. Pearson.
Members: E. Hogan, P. Jeeves,† E. Pretty.
Accountant: B. Comport.

Film Group: Officer-in-Charge: R. Seccombe.
Members: I. Jenkin,† D. Kidd, D. Milk, J. Smidt.

Research: Convener: P. Silva.†
Members: R. Bramley, D Palmer, A. Sell,* I. Stuart, G. Veldwyk.

Social Committee: Mesdames B. Beggs, B. Lornie, M. Broecks, Mr. J. Beggs.†

Library: Librarian: D. Palmer.
Assistants: R. Bramley,† P. Churchley, R. Dewsbury, M. Martin, D. Sisson.

Curator of Rented Premises: J. F. Beggs.†

Steamrail Victoria Ltd.: F. J. Beggs,† P. Keen, N. Watson,* N. Pearson.*

Secretariat:
Membership Officer: Mrs E. W. Pretty,* N. George.*
Printing: D. Palmer, R. Bramley, G. Carmichael.
Mailing Officer: Mrs. L. Drummond.
MNL Editor/Mailout Co-ordinator: R. Bramley.
National Competitions: R. Bramley.
Exhibitions Officer: R. Bramley.
Honorary Legal Officer: A. Sell.*

*Served Part Year Only.

†Council Liaison Officer.

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McCaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-78	W. C. Rapley
1978-81	E. W. Pretty
1981-82	E. J. Hogan
1982-83	E. W. Pretty
1983	E. J. Hogan

*Foundation President of the Victorian Division

Australian Railway Historical Society

VICTORIAN DIVISION

(Incorporated in Victoria)

ANNUAL REPORT AND FINANCIAL STATEMENT FOR THE YEAR ENDING 30th APRIL, 1985

PRESIDENT'S REPORT

The twelve months under review (May 1984 to April 1985) have proved to be very successful in nearly all aspects of our wide-ranging activities. The detailed reports which follow give a very clear picture of what has been achieved, yet do not fail to point out problems or shortcomings where these have been experienced.

A number of projects "in the pipeline" for several years came to fruition this year. This was especially so in the sphere of publications and other productions. The long-awaited National Record "Steam Under the Southern Cross", the early publication of the high-class 1985 National Calendar (a sell-out for the first time), introduction of videotapes featuring several of the Film Group's most successful productions – all these successful productions culminated in the release in April of Robert Carlisle's definitive book *Hudson Power,* the complete story of the Victorian Railways 'R' class steam locomotive. Robert commenced work on this book some ten years ago, not long after the last engine of the class, R761, was withdrawn from special traffic, and the launch of the book followed only a few weeks after R761's return to traffic at the end of March this year. The Publications Committee, though not directly responsible for the record or videotapes, have had a busy and successful year, with several other publications not far from completion, and I had no hestiation in awarding them the "Claude Einsiedel Trophy" for the sub-committee or group which has contributed the most to the Society during the year.

Robert Carlisle's personal contribution to the Society did not end when the final proofs were read, but extended to the final production and marketing stages, in which he was joined by our indefatigable sales manager, George Gregson. In reaching a decision with regard to the award of the L. G. Poole Memorial Trophy to the individual member who has contributed most to the Society during the year, Council was unable to choose between these two and a joint award was decided on. The success of the Sales effort generally is evident in both the Sales and Financial reports.

Another highlight of the year was the 21st anniversary of the formation of the Film Group, who, in addition to the videotapes already referred to, continued their work on new productions. Roger Seccombe deserves great praise for his continued enthusiasm during this long period. Also very close to fruition at the end of the financial year was a solution to the long-term future of the Railway Museum. At last a renewed lease of the present site, together with an extended area, was prepared for signing, and possible links with the State Museum of Victoria continue to be explored. Museum Manager Neil Pearson, together with Geoff Peterson and Eric Pretty, have spent many hours in planning, drafting submissions and conferring with State and municipal authorities. The Museum itself has had another most successful operating year.

Twelve months ago we chronicled the laying down of their administrative burdens on behalf of the Society by a number who had borne these tasks for many years. This time we have only a couple of "changes of portfolio" to report. Barry Eadie, after playing a major part in the continued success of *Newsrail* as Pictorial and Production Editor for several years, chose a quieter life as a tour organiser. Neil Pearson retired as convenor of the Finance Committee after overseeing the introduction of computerisation of the accounts, but remains on the Committee.

A number of other new members have also been recruited to the Tours Committee, and will be able to take the places of some of the stalwarts of recent years who have indicated their desire to retire.

With the restoration of R761 by Steamrail Victoria in December, and return to public traffic at the end of March this year, and the restoration of D3 639 by Steamrail's Ballarat branch last November, (and two additional "Hudsons" to enter traffic in June-July), the long-awaited availability of variety in steam motive power cannot be fully utilised at present due to a restriction on the number of V/Line crews available for special trains, and other factors mentioned in the Tours report which follows. Nonetheless, the three big tours operated in conjunction with other groups were very successful and made a contribution to the Society's overall financial profit.

In my final Report as President, after three terms, I thank sincerely all those Councillors, officers and sub-committee members, who have assisted with the many tasks involved in the management of the Society during the year, particularly Vice-Presidents Geoff Peterson and Ian Jenkin and our tireless Secretary, Robert Bramley. As your new President, Geoff, has a great knowledge of many facets of the Society, built up over quite a number of years, and we can look forward to the Society prospering under his leadership.

SECRETARY'S REPORT

The following are the comparative Membership figures for the 1983/84 and 1984/85 Financial Years:

	1983/84	1984/85
Renewals	1152	1156
New Members	95	72
Total Membership	1247	1228
Bulletin Subscriptions	873	[illegible]
Newsrail Subscriptions	1487	1474

For the first time for a number of years the Society has shown a drop in the number of members. Although we have increased our total number of renewals by four over last year we have failed to attract the same number of new members. I am sure that the new Council will be taking this item into consideration early in the new year.

Looking at the overall picture and despite breakdowns, blow-ups and forgetfulness the use of the computer for the Society Membership records has been a success and has taken a great manual burden from the shoulders of the overworked Society workers. The computer's ability to sort and re-sort the membership listing into the various catagories has proved invaluable.

I mentioned in my last report that we would be changing over to the Associations Incorporation Act. Unfortunately this job has proved more difficult and time consuming that was at first thought. The first draft of the new Rules is almost complete and it is hoped to have these Rules (as amended) in place and fully operational by the next Annual General Meeting.

As usual at this time of year one contemplates all that has proceeded through the year. The items discussed and rediscussed at Council meetings. The attempts by the Secretary to keep himself from doing more than he can reasonably manage and the attempts by Council to give him more to do. It is to be admitted that one of the main items causing friction the Council is the continued question of the Society's relationship with Steamrail Victoria Ltd. It is fully realised that Steamrail have their problems, many of them the same as this Society, i.e., lack of manpower to do all the jobs necessary for the maintenance of live steam on V/Line tracks. It is to be hoped that the new Council will address itself to this friction and make some firm attempt to remove this problem having due regard to the wishes of members as clearly expressed at the Annual General Meeting in 1983 and in one of the aims of the Society "For all who are interested in railways".

RESEARCH

Regretfully, it must be reported that the Research Group has had a rather quiet year. We have been able to provide some assistance to the Tours Group with the preparation of historical notes for some of the tours held during the year. Apart from helping the Tour Organisers, it gave some group members the opportunity to do some useful research and that is one of the aims of the Research Group.

A problem that the Research Group faces is that experienced researchers are not really in need of the group's help and there are not a large number of people eager to take up some original research. Considering how poorly the history of Victoria's railways has been recorded, the motivation of people to take up research is something the group will need to look to in the future.

While on the subject of the recording of history, it is disappointing to see the lack of Victorian articles in the Bulletin. In the past there have been some production problems which may have discouraged some authors, however, Bulletin now has a new Editor and a new system of sub-editors for each State. If you have an article for Bulletin, send it along to the Victorian Sub-Editor care of the Victorian Division address. Gerry Veldwyk as a member of the Research Group, has the sub-editor's job and is eagerly awaiting contributions.

NEWSRAIL

Newsrail has had yet another successful year. Even though the magazine price had to rise to cover increasing costs, it is pleasing to report that our readers have stayed with us. In return for such strong support we have been able to better the promise of six colour covers by one and, as with the previous year, produce a January issue. Of course it is what is inside the cover that keeps people buying the magazine and during the year we have had the benefit of some excellent articles and photographs along with the continuing news.

Unfortunately, while the year has been that successful, it has not been all that easy. During the year Barry Eadie retired as Pictorial, Layout and Production Editor. He had been doing the job for seven years and was in need of a break. The other members of the committee are greatly appreciative of his efforts over the years as, no doubt, are all of the Society members and Newsrail readers. Replacing Barry was not an easy task. Regretfully this was not due to having to select from a large number of volunteers, but unfortunately it was a case of just finding somebody willing to take over. thanks must go to Frank Cross who took over from Barry and has produced Newsrail in 1985.

It should not be forgotten that Newsrail is produced on a voluntary basis and the editors need your support — news, articles, photographs — we can only print what we are sent. Thanks go out to those who contribute during the year. Without your support Newsrail would not have been what it was.

The future for Newsrail looks good, but it does depend on one thing and that is contributors. It is easy to become one, if you see something new or unusual just write a note to the News Editor. It is not very hard to do and so give it a try.

SOCIAL COMMITTEE

The Committee would like to thank its small band of helpers for the support they have given during the past year.

Beryl and Ian Lornie and Betty Beggs did a great job with the light refreshments at the monthly Entertainment meetings, and the particularly excellent job that they did for the launching of the new Society publication *Hudson Power* is most pleasing.

Our thanks must also be extended to Mrs Margaret Broeks and Betty Beggs for the manning of the refreshment sales in Norman Car at the Railway Museum on the fourth Sunday in each month.

LIBRARY

Work has progressed on book classification and reorganisation of the Library resources, as well as collating and binding of magazines.

Unfortunately, due to the lack of shelves, we are rapidly running out of space in which to put our growing collection of books and magazines. This, in turn, is hindering our efforts to set a firm date for the reopening of the Library. However, any member who is interested in borrowing books may do so by coming along to the rooms at Windsor between 8 p.m. and 10 p.m. any Wednesday except the first Wednesday of the month.

EXHIBITIONS

This year has seen three exhibitions by the Society in widely scattered areas of the state. These being Ballarat (Queen's Birthday), Coburg (September) and A.M.R.A. at Camberwell.

Ballarat and Coburg were a first for the Society as our newly acquired video tapes (FG1 and FG2) were used for the first time, and although at Ballarat, utilising sub-standard tapes we were unable to show our tapes to full advantage they did result in a number of orders being received by the Sales Department.

At Coburg excellent tapes were available, but due to a malfunction in the video equipment being used we were unable to hear the sound track, and had to be content with silent tapes.

Both these exhibitions resulted in much good publicity for the Society in the respective areas of the state. We also feel that a number of new members were also persuaded to join the Society at these venues.

The A.M.R.A. exhibition at Camberwell was our biggest attempt at an exhibition for the year. Nearly all facets of the Society were displayed in various forms during the four days of the exhibition. Although numbers through the door at Camberwell were well down on previous years, interest in the Society's display was greater than usual, and the members of the Society rostered to assist during the four days were kept engaged attending to the questions of the many people who looked through and watched the films.

Our thanks must go to those members who assisted at the various exhibitions and special thanks to George Gregson and Frank Londey for their assistance in the behind the scenes work both before and after the exhibitions.

FINANCE COMMITTEE

The Finance Committee has continued to review the progress and financial operations of the Society on a quarterly basis making the necessary recommendations on outlays requested by the various sub-committees and groups as well as the income in the form of subscriptions.

During the year the minor bugs have been resolved with the computerised accounts and the benefits of having access to the information is clearly evident.

Our thanks go to Neil Pearson, who stepped down as the Chairman during the year, for his guidance and advice offered to the committee members.

ARCHIVES

The year 1984-85 has been one of further consolidation at Archives. The V.R. Magazines and their successors Railways and V.R. Newsletter have been indexed, ticket sorting and collation is still being carried out, locomotive drawings have been filed in the new vertical plan press, registration of the photographs that have been received during the year has been done and the thanks of the Committee are again extended to those people who have made the many donations of material we have received during the year.

Correspondence requesting information has been received from many sources, from Government Departments to school boys and girls for their projects. The volume of correspondence has been increasing each year. Attendances at

Windsor from 1st July, 1984 to date average eleven per Tuesday night and from the foregoing it appears that the Society's Archival material is being well used.

Contact with interstate Archive personnel has been maintained and ensuring good relations with each Division.

Selected photographs were again put on display at the A.M.R.A. exhibition at Camberwell Civic Centre during March. Society funds have been augmented by the sale of tickets donated for that purpose by Mr Michael Symon of Bayswater from his personal collection. Mr Symon has put the Society's collection of railway tickets into plastic pages and in arch type stiff covers and these are now available for inspection.

Historical documents are still being sorted and classified and could take some considerable time to complete. This Committee looks forward to a successful year in 1985-86.

FILM GROUP

It was with some relief and not a little trepidation that the Film Group approached 1985: relief that we'd made it so far: 21 years old, but concern that we would have something worthwhile to celebrate! Like most voluntary activities the Group has seen its high points of achievements and its lows when enthusiastic workers were noticeable by their absence. We've had our regrets: the loss of valued workers some who have died others who moved on to other interests.

But despite all this we feel the past 21 years have marked a worthwhile facet in the development of the Society as a whole. Film screenings have introduced members to a vast variety of rail films from around the world; The Stan Flattely film competition has unearthed excellent film making talent in the Society; the film production unit has produced a considerable range of films on Australian rail subjects; while film, and now recently video, sales have made these productions available for members to purchase for their own collections.

Production:

With the completion of the major historical compilation on narrow gauge railways: *Whistles in the Hills*, production effort was swung over to the job of finishing our new historical film on the history of signalling and safeworking: *Setting the Road*. This premiered at the first screening in 1985 to usher in our 21st Anniversary Year. *Setting the Road* proved to be the most technically demanding and complex film that the production unit has had to tackle, comprising a mix of archival footage, model railway film, interviews, modern sequences and extensive technical and graphics sequences.

Current production projects include a tribute to the end of steam on the Newcastle colliery railways: *Stockrington*. This is being produced by Roger Seccombe's company, Coora Films, for the Film Group. Other projects include a possible film on the "R" Class, while preliminary shooting has now commenced on the massive Bi-centennary project: *Ninety Percent Men*. The next year will see a large escalation of production effort on this project, the Society's official contribution to Australia's Bi-centennary year, 1988.

Screenings:

The past year has seen a series of capacity audience screenings. Special highpoints must include our second tribute to the development of the Motion Picture Archives: The Archives Revisited Part 2. This was a chance to take members on another trip down memory lane to unearth a range of early and little seen gems from the Archives, especially collections of old newsreels, advertisements and other rail curiosities.

A number of excellent rail films were discovered during the past year's screenings, including the magnificent British industrial railway subject: *End of the Line*, the fascinating world of Chinese rail travel in *Round Trip to Beijing* and the British film on the relics of the Industrial Revolution, *Age of Invention*. The Annual Film Night was a chance to see the BBC's epic production on the railways of India: *The Romance of Indian Railways*. Possibly the best film made on India and its railways. The Stan Flattely Memorial Film Competition produced a worthy Grand Prize winner in Alan Williams' *By Steam to Mount Gambier*, closely followed by the Best Archive Film in Colin Pike's *The Melbourne Steam Festival 1973*, and the Film Group prize for creative excellence went to Graham Smythe's *Sale-Stratford*. As in the previous year's awards, the judges were pleased to note an increasingly high standard of entries in the Archive Section.

A special note of thanks goes to Mrs Flattely for her enthusiasm and continued support for this premier competition for rail film makers.

Archives:

Despite escalating costs of film prints and the constant problems of locating material from the distributors, the past year has been a vintage year for acquisitions for the Film Archives. In the 166 mm collection Victorian Film Laboratories most generously donated a print of a film on the French high speed train: TGV, while another highlight must be the purchase of a complete print of the Will Hay British rail comedy classic: *Oh! Mr. Porter*. The Archive also acquired an early New Zealand short: *Railway Centennial*.

The 35 mm collection was expanded by the arrival of the early V.R. theatre advertisement: *Careering Onwards*, and a print of the historic American silent mededrama promoting safety on the railways: *Safety Pays*.

The videotape collection also received several additions from television stations.

Thanks must go to the film sources and distributors who helped in making possible the 1984/85 acquisitions for the Archives.

Sales and Library:

The sales response to the initial release of the first two videotapes of Film Group productions has been most gratifying. Members support for the scheme is most appreciated.

A third tape is now on the market featuring the classic *Spirit of Progress*, and the new Film Group releases: *Whistles in the Hills* and *Setting the Road*. Support is appreciated to make possible the release of further films to the video sales scheme. Several worthwhile sales of royalties to commercial producers have been made for the use of archival film in outside productions, including film in the SBS television series, *Frontiers* and film on country television programmes.

With the success of video sales, use of the film library has declined somewhat by private borrowers although use is still made by film societies and commercial users.

ENTERTAINMENTS AND SLIDE COMPETITION

In planning for the year's Entertainments meetings, members probably realise the changes that frequently are forced to take place before a full year's programme of meetings actually takes place. So despite the difficulties of changes of programme due to the non-availability of speakers and illness, your committee has been able to provide the usual series of varied and interesting Entertainment syllabus items during the year.

The provision of light refreshments by the Social Committee at Entertainments Meetings continues to be very popular and our thanks must go to Jim and Betty Beggs and Ian and Beryl Lornie for the provision of this amenity.

The majority of programme items in the year under consideration have been provided from within the Society and it is pleasing to see the quantity of talent possessed by our members.

As in past years the Film Group provided several interesting evenings during the year; and our thanks must go Roger Seacombe and Jerry Smidt for their work in organising so many interesting films for viewing by members.

Thanks also must go to Ray Bruce for the continued provision of selections of slides from the Archives Collection at most

meetings. The year ended with two highlights. Firstly with Robert Carlisle speaking about his book *Hudson Power* at the March meeting; to be followed by the launching of the book at the April meeting.

We must remember also that many of the programmes at our Entertainment Meetings would not be possible without the ready cooperation of Derek Tucker and the staff of the National Mutual. We take this opportunity to thank them publicly.

Interest by entrants in the Slide Competition continues to be high. For much of 1984 the monthly competition continued to set records for the numbers of entries. It is to be hoped that this trend will continue.

This year there was a clear leader in the competition for some months; however there was considerable interest in the minor places right up to the final night of the competition. The winner of the aggregate points trophy was John Dare with 29 points and the winner of the December Winner of Winners competition was Michael Schrader. Full congratulations go to both John and Michael as well as to all those who entered regularly month after month regardless of success.

Syllabus Items for Entertainment Meeting 1984-85

1984	May	Mr. Alan Reiher — VicRail to V/Line.
	June	Film Group — Archives Revisited.
	July	A.G.M. — Peter Keen — Steamrail.
	Aug.	A.G.M. — Peter Keen — Steamrail.
	Sept.	Bill Kingsley — LightTransport.
	Oct.	Film Group — Stan Flattely Awards.
	Nov.	Ian Jenkin — Railways and Art.
	Dec.	Annual Film Night.
1985	Jan.	Ian Jenkin — Questions in Railway History.
	Feb.	Film Group.
	March	Robert Carlisle "Hudson Power".
	April	Book Launching and Auction night.

PUBLICATIONS

This year has seen considerable success for the A.R.H.S. Publications Committee. This has been in part due to the steady build up made by this Committee over the past few years.

The *1985 Calendar* was an outstanding success. For the first time since the Victorian Division took over production, the calendar was a total sellout. Full credit should go to all of the members of the Committee who shared in production; from those who assisted with the selection of slides and the preparation of captions to those who supervised the actual production with the printers.

By far the highlight of the year though was the publication and release of *Hudson Power* by Robert Carlisle. Robert had worked on this book for close to 10 years, and in its production we believe that he has set a totally new standard for a locomotive monograph. Certainly there has not been an equivalent type of book produced in Australia; and we believe possibly in the world. *Hudson Power* was launched at the April 1985 Entertainments meeting by Mr. John Hearsch of V/Line and the launching was followed by a suitable celebration for all those who had contributed to the book's production. Congratulations Robert, we hope that this will not be your last contribution to the recorded rail history of this state.

Looking to the future, the *1986 Calendar* is currently at the printers and we are also currently seeking quotations for our next two publications. These are a history of the Ballarat to Colac line by Norm Houghton entitled *Cross Country* and a very detailed history of the North Australia Railway by Jim Harvey entitled *The Never Never Railway.*

John Dare and Barrie Eadie are both also working on books which are at an advanced stage of production.

Work is also continuing on a second edition of *Speed Limit 20* and on the production of a *Children's Colouring Book.*

In conclusion full credit must be paid to the work of George Gregson, the Society Sales Manager, for his untiring work in the promotion of our publication and his keen and ready assistance to this Committee. Also our thanks must go to Magenta Press for the thorough work that they have put into the printing work carried out on our behalf this year. Without their care, interest and professional expertise the high standard achieved by our publications this year would have been far harder to attain.

Finally a reminder that the Publications Committee is always willing to take on new helpers. The success of this year can only be matched and improved on if we have the manpower to carry out the work.

SALES DEPARTMENT

After two quiet years, this year has been extremely busy and productive for the Sales Department.

Revenue from our meeting nights and the two tours on which a sales counter operated were considerably higher than last year, boosted by a number of new items produced from within the Society.

With an extensive sales campaign, the National Calendar was a complete sellout. es to interstate Divisions were considerably higher than last year and together with a number of new outlets, it is hoped that the same result may be maintained with the 1986 Calendar of which production and promotion is already in progress.

Videotapes were released by the Society for the first time during the year and were an instant success. Such was the demand for FG1 and FG2 when they were released that stocks were exhausted within a short time and a second run of tapes was necessary. FG3 has since been released and is selling well but not as well as its predecessors despite having a short film, taken in the 1930s, of the *Spirit of Progress.*

December saw the long awaited arrival of the National record/cassette set, "Steam Under the Southern Cross" and is selling well.

The highlight of the year was unquesitonably the arrival of *Hudson Power* which is a class production not previously attained by the Society. This quality production, although delayed in its final stages of production by factors beyond the Society's control, has been warmly welcomed by members who have nothing but praise for the production. An extensive sales campaign was launched via all divisions of the Society which attracted over 600 orders for the pre-publication offer which has been further vindicated by the number of trade orders received.

With stocks of two books becoming exhausted during 1983-84, our range of ARHS books were further diminished this last twelve months due to two more books going "out of print". Our very popular *Diesel Pictorial* by John Dare was exhausted during March but *Diesel Pictorial II* by the same author is in the pipeline and hopefully will become available in the near future. Stocks of the "Rushworth, Colbinabbin, Girgarre Railway" booklet were also exhausted during the year.

Once again, the AMRA Exhibition over the Labour Day weekend in March at Camberwell proved to be a good revenue earner for the Society as takings this year were up 80% on last year giving us record figures for the four day exhibition. We also had stands at the model railway exhibition in Ballarat on the Queen's Birthday weekend and at the Coburg Centenary celebrations in September. Although they were not large revenue earners, they gave the Society good publicity.

With the exception of our new arrivals during the year — the National Record and the Videos — stocks held of other merchandise at the end of the financial year are considerably lower than twelve months ago.

Thanks must be extended to the usual small band of helpers who assist on the sales counter on meeting nights and also to all those who assisted at AMRA and in particular to Ian Lornie, the Council Liasion Officer for the Sales Department.

With two books at an advanced stage of production and others not far behind, we are looking forward to another busy year.

RAILWAY MUSEUM

The Railway Museum has completed another successful year, and as a result of numerous meetings and discussions with Government and Departmental authorites, we are quietly confident that the 1985/86 year will see the results of our efforts.

Museum Development

Signing of our new 21 year lease for the present area and new land is imminent. Action will be taken to erect fencing around the new area.

The Museum of Victoria project is well under way with a working Committee formed consisting of representatives of The Museum of Victoria, V/Line, Ministry of the Arts (Museum Division) and the A.R.H.S. Railway Museum. The Museum of Victoria and V/Line have agreed to fund a feasibility study.

The Display Room for the 'Q' gauge Model Railway is well underway, with construction by the Newport TAFE College's apprentices under the direction of the Acting Head of the Department of Building Studies, Mr Ken Draper and Trade Instructor, Mr Joe Falzon.

Discussions and planning is underway to erect a new entrance to the Museum, this will be in the form of an old style V.R. Railway Station.

New toilets and shower block is to be erected by member Kevin Fahler.

Discussions have been held on relaying the track in both the old and new areas. Once finance has been arranged, the work will commence.

Museum Activities

Work is still proceeding on the Parlor Car 'Yarra', and it should be back in service within 3 months. Since restoration the vehicle has been completely rebuilt internally and all external woodwork replaced. If this work had been carried out by the Railways the cost would have been well over a six figure sum. With our dedicated volunteers, our costs will probably be less than 25% of this figure. The Society and the Museum is indebted to Mr Tom Binns and his Directors of Steam Age Australia Pty. Ltd. for accommodating the vehicle at his Spotswood Workshops, and the services and facilities provided. We would also like to express our appreciation of the assistance given to this project by V/Line.

In spite of the majority of our workers being involved with the 'Yarra', we have been able to maintain the high standard of presentation of the exhibits and the area. Our Museum receives high praise from many of our visitors, including many from interstate and overseas.

The Museum's policy has always been to assist with preservation, and help has been given to practically every railfan organisation in the State. However it is our responsibility to ensure that our Museum and its exhibits are not diminished. Our relationship with these organisations is excellent, and in particular we have an excellent understanding with the Seymour Loco Steam Preservation Group.

We appreciate the cooperation of V/Line and the media, and trust that this position will be maintained. Fortunately our standing with them is of the highest order. The Williamstown Council has assisted with a joint submission and built a new path from the North Williamstown Station to Museum.

Museum Future

Apart from items mentioned in the Museum Development section of this report, we are still receiving numerous exhibits from the Railways. During the years these include Diesel Hydraulic W243, operating as a shunting loco at Spotswood for Steam Age and Plan 'R', 2AE, 7BV, 4BCE and 43BPL. In the near future we will be placing in the new area a 46 ton 900 mm Electric loco and a 26 ton coal wagon which have been donated to the Museum by the State Electricty Commission. Country carriage 2AE is to be restored and form part of a Heritage Train, and will be suitable to accompany the 'Yarra'.

It is an established fact that we are doing more in the preservation of the Heritage of Victoria and its Railways than any other body, and still remain one of the top Tourist Attractions. In spite of this we have never received any financial assistance from any Government Department including Tourism. It disturbs us that other groups that are either purely tourist attractions or not preserving Victoria's Heritage have been recipients of substantial amounts from Government departments. Good luck to them — but is our problem the fact that we have been successful, well managed and a viable organisation able to meet all our day to day commitments and still able to carry out major restoration.

Let us hope that next year's report will indicate that we have been successful in obtaining assistance for the many projects necessary to promote the Museum.

TOURS

It would be an understatement to report that the past year was a difficult one to operate tours. There was trauma for volunteer tour officials regardless whether their tour was fully booked or cancelled through lack of patronage.

Whilst there is encouragingly widespread enthusiasm throughout the State amongst railway staff for the running of trains the Society has shared with others frustration endeavouring to finalise pre-tour arrangements with V/Line. It is ironical that although V/Line policy requires the Society to pay Departmental costs ten days prior to the actual tour date, frequently such information is only received a day or so before departure, and then, only after frantic enquiries. This in contrast to Metrail who provide prompt information and quotations for the operation of special suburban trains.

It has been a most creditable reflection upon Steamrail that 20 years after regular steam services ceased, no major problems have been experienced in the provision of reliable preserved steam locomotives for tours. Some new generation patrons are quick to complain about late return arrivals. This is nothing new. It happened far more frequently prior to the advent of preserved steam power. Although it used to be nice to have a choice of a large variety of locomotives when steam was in regular service, it was common for these to suffer failures due to lack of preventative maintenance. Some country tours were lucky to get beyond the suburban area before having to call for a substitute engine. No tour organiser purposely plans to return to Spencer Street "after midnight". Whilst there is scope for improvement for watering facilities at some locations most of the time lost is atrributable to Departmental operational delays such as the late running of regular trains enroute. Experience has shown that even with high powered diesels on the front, it is no guarantee for an on-time return arrival.

Many a comment is heard that "tours are too dear". tours, like everything else have incurred the restraining effects of inflation. Those people who decline to patronise tours because of the "cost" and reminisce about cheap fares of yesteryear seem to accept without grumble the fact that the beer they continue to quaff, the cigarettes they smoke and the petrol that fuels the car they drive to the station have all increased, often more so than tour fares. Perhaps they have become more addicted to these accessories of life (or death) than rail tours! Part of the answer could be the "Been there and done that" syndrome.

The laxity of members ignoring requests to book early has caused cancellation of some tours and jeoparidised the running of others. It is very disheartening for organisers who after much pre-tour planning work, have to cancel a tour due to insufficient bookings and then find that it could have operated had last minute applications been received earlier. Some people even turn up at the deserted platform on non-departure day seeking tickets and complain because they have been inconvenienced by the tour being cancelled.

There is now strong professional competition in the day excursion market. V/Line in wishing to put bums on otherwise

empty seats on regular trains offers cheap off-peak country fares. During school holidays there are special family type tickets available to provincial cities including a snack lunch and admission to local tourist attractions for less than the Society could afford to charge a child for a suburban day tour.

In drawing up the Tours Program the Tours Committee has been mindful of V/Line crew shortages, other societies desire to run tours, destinations are fewer and costs, despite much voluntary effort are ever increasing. Even so, subsequent experience has demonstrated that the Committee must look more carefully at the number of tours proposed in the future.

The offer by the Research Group to provide historical lineside notes for selected tours is much appreciated by the Tours Committee and passengers.

The following tours operated during the year:

Melbourne Goods Yards: (May 12 and June 16). These popular outings had been deferred many months due to non-availability of Diesel Electric Rail Motors.

Mount Gambier: (May 19-21) A very successful weekender sponsored in conjunction with the ARHS-SA, Association of Railway Enthusiasts and Steamrail Victoria. Motive power featured K153 and 520.

Melbourne Electric Tram Tour: (July 12). A popular annual event made possible through cooperation volunteer vrews.

Footbridge - St. Kilda - Coburg: (September 8). Lack of patronage caused a change from L class loco hauled train to a D.E.R.M.

Five K's Weekender: (November 2-4). Kerang (Rail Centenary), Koondrook (Sentinel "Coffee Pot" Tramway loco replica), Kooloonong (End of the Line), K190 and K153. This enjoyable tour was viable only through joint participation of the ARE. Day tour abandoned due to lack of support.

Traralgon: (December 8). An imaginative tour with a difference featuring an Australian National (former SAR) veteran class leader 930 diesel electric loco. Organisational trauma when this loco unexpectedly returned to Adelaide just prior to the tour. Thanks to prompt Loco Rostering action 930 was rushed back to Melbourne just in time to haul the ARHS special.

Patchewollock Weekender: (March 1-2). This tour offered a rare opportunity to visit the parched Mallee grainlands. Travel included sleeping cars attached to regular services and also as a special loco hauled train.

South Africa: (March 31-May 11). Originally sponsored by the Society, this overseas tour departed under the auspices of Peter Keen. Some patrons extended on to the UK and enjoyed Steam on the Five-Foot-Three weekender in Ireland.

Wodonga: (April 13). "Welcome Back R761". A joint tour with the ARE featuring the first R class hauled society tour for 11 years, attracting over 400 passengers. Time loss included a late departure due to lack of a guard, operational delays enroute and extra time needed to fill the big tender.

ARHS Museum Heritage Week: Spencer Street - North Williamstown Shuttle Trips (April 14). This was the Society's first use of the Victoria's 150th Anniversary Commmeorative Tait Train.

Mount Buffalo Autumn Festival Week Holiday Tour: (April 19-26). Based at the historic Chalet this tour was deferred until 1986 due to bushfires in the area and strong competition by overseas tours.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

We have examined the Balance Sheet of the Australian Railway Historical Society — Victorian Division as at 30th April, 1985 and the Income with Expenditure Statement for the year ended on that date.

As an audit procedure it was not practical to extend our examination of income and receipts beyond the accounting for amounts received as shown by the books and records of the Society.

1. Subject to this reservation, in our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the Society's affairs at 30th April, 1985 and of the surplus for the year ended on that date.

2. As required by the Companies (Victoria) Code we report as follows:

   In our opinion

   (a) the attached accounts are properly drawn up:

      (i) so as to give a true and fair view of the matters required by Section 269 to be dealt with in the accounts; and

      (ii) in accordance with provisions of that Code.

   (b) the accounting records and other records, and the registers, required by that Code to be kept by the Society have been properly kept in accordance with the provisions of that Code.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 24th July, 1985.

By its Partner,
K. B. Macrae

AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION YEAR ENDED 30th APRIL, 1985 ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1985 and in accordance with Section 270 of the Companies (Victoria) Code report as follows:

(a) Directors in office as at the date of this report are

Mr. E. J. Hogan	Mr. I. R. Bird
Mr. I. V. Jenkin	Mr. B. J. Eadie
Mr. G. A. Peterson	Mr. I. Lornie
Mr. R. G. Bramley	Mr. N. A. Pearson
Mr. P. T. Jeeves	Mr. P. J. Silva
Mr. F. J. Beggs	

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $32,220.94.

(d) The following amounts were tranferred to reserves or provisions during the financial year.

Provision for Depreciation of Furniture and Equipment	$1,657
Provision for Depreciation of Rollingstock Exhibits	$225
Provision for Doubtful Debts	$248

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

ANNUAL REPORT OF THE DIRECTORS (Continued)

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets [other than those mentioned in paragraph (g)] were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

E. J. Hogan, Director

Dated at Melbourne this 24th day of July, 1985. R. G. Bramley, Director

STATEMENT BY DIRECTORS

We, Eldon John Hogan and Robert George Bramley, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors:

(i) That in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1985 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1985.

(ii) There are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

E. J. Hogan, Director

Dated at Melbourne this 24th day of July, 1984 R. G. Bramley, Director

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1985

1984		1985
	SOCIETY FUNDS	
$34,188.63	Accumulated Funds	$55,532.77
68,781.96	Museum Preservation Fund	79,658.76
147.62	Steam Preservation Fund	7,825.62
6,131.66	Museum Building Fund	6,131.66
$109,249.87		$149,148.81
	These Funds are represented by:	
	CURRENT ASSETS	
100.00	Cash on Hand	200.00
9,916.22	Cash at Banks	47,014.33
5,116.55	Trade Debtors	5,615.14
946.12	Less — Provision for Doubtful Debts	1,194.27
36,369.38	Stock on Hand	44,543.18
2,313.20	Prepaid Purchases	1,161.34
76.40	Tours Expenses in Advance	—
$52,945.63		$97,339.72
	LESS CURRENT LIABILITIES	
6,623.39	Creditors — Trade	5,541.71
2,724.50	Tour Receipts in Advance	3,300.00
1,759.66	Other — Creditors	51,018.61
11,107.55		59,860.32
$41,838.08	**Net Current Assets**	$37,479.40
40,733.53	**Plus Investments**	82,019.49
	PLUS NON-CURRENT ASSETS	
457.53	Additions at costs	4,853.66
19,943.38	At Cost	20,400.91
1,495.38	At Council Valuation 17.6.77	1,495.38
18,450.00	At Council Valuation 18.12.78	18,450.00
40,346.29		45,199.95
13,668.03	Less Provision for Depreciation	15,550.03
26,678.26		29,649.92
$109,249.87		$149,148.81

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR THE YEAR ENDED 30th APRIL, 1985

1984		1985
	INCOME	
12,338.00	Membership Subscriptions	13,236.00
287.32	Enrolment Fees	417.00
4,948.88	Interest Received	4,323.27
9,200.20	Surplus from Museum	10,876.80
11,920.58	Surplus from Tours	5,825.78
9,212.04	Surplus from Sales Department	22,034.55
686.33	Surplus from 'Newsrail'	2,004.22
1,808.56	Surplus from 'Bulletin'	3,879.27
50.24	Donations/Other Income	1,205.27
$50,452.15		$63,802.16
	LESS EXPENDITURE	
2,760.11	Direct Service to Members	839.57
24,351.90	Administration	24,607.21
1,617.28	Film Group	4,833.39
112.00	Recording Group	37.00
296.03	Archives/Research	418.05
163.00	Library	846.00
163.65	Other Expenses	—
$29,300.97		$31,581.22
$21,151.18	**NET SURPLUS**	$32,220.94

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

OFFICE BEARERS 1984-85

Patron: A. S. Reiher.

Life Members: J. Y. Harvey, J. E. Wilkie, A. C. Hill, E. Quinlan, C. Craig, G. Dee, J. Brough, R. Bruce.

President: E. J. Hogan.

Vice-Presidents: I. V. Jenkin, G. A. Peterson.

Secretary: R. G. Bramley.

Treasurer: P. T. Jeeves.

Councillors: J. F. Beggs, I. R. Bird, B. J. Eadie, I. C. Lornie, N. A. Pearson, P. F. Silva.

Museum:
Manager N. Pearson.
Committee: F. J. Beggs, T. Clark, P. Jeeves, I. Lornie, W. Matthews, G. Peterson, E. Pretty, D. Palmer, G. Precious.
Minute Secretary: P. Jones.
Works Supervisor: I. Bird.*

Museum Development: Chairman: G. Peterson.
Members: A. Hill, M. Hughes, N. Pearson, E. Pretty.

Tours: Chairman: P. Keen.
Secretary: D. Potts.
Members: I. Lornie,* F. Londey, S. Moore, B. Payne, R. Tralaggan, J. Beggs, D. Goodwin, J. Mason, B. Eadie.

Publications: Chairman: I. Jenkin.*
Members: I. Cutter, G. Gregson, F. Londey, P. Silva, R. Carlisle,† J. Harvey.†

Newsrail: Convener: P. Silva,*† B. Eadie.†*
Layout Production & Pictorial: B. Eadie,† F. Cross.†
Articles: R. Watts. Assistant: P. Bainbridge.
News: J. French.
Advertising: M. de Josselin.
Assistants: J. Dare, R. Gorman.

Sales: Manager: G. Gregson.
Assistants: F. Knuckey, J. Beggs, I. Lornie,* B. Lornie, G. Carmichael, M. Martin, L. Duggan.

Archives: Convener/Secretary: R. Bruce.
Members: G. Brown, R. Carlisle, P. Dunn, A. Gunzburg, B. Herbert, P. Silva,* G. Watt.

Entertainment & Slide Competition:
Convener: I. Jenkin.*
Members: R. Bramley, V. Findlay, I. Lornie, A. Straffen,† G. Gregson, P. Churchley,† R. Dewsbury.†

Sound Recording: Convener: G. Peterson.
Member: E. Etherton.
Advisor: C. Craig.

Finance: Convener: N. Pearson,† G. Peterson.†
Members: E. Hogan, P. Jeeves,* E. Pretty, R. Bramley.
Accountant: B. Comport.

Film Group: Officer-in-Charge: R. Seccombe.
Members: I. Jenkin,* D. Kidd, D. Milk, J. Smidt, R. Bramley.

Research: Convener: P. Silva.*
Members: R. Bramley, D. Palmer, I. Stuart, G. Veldwyk.

Social Committee: Mesdames B. Beggs, B. Lornie, M. Broecks, Mr. J. Beggs.*

Library: Librarian: D. Palmer.
Assistants: R. Bramley,* P. Churchley, T. Churchley, R. Dewsbury, M. Martin, D. Sisson.

Curator of Rented Premises: J. Beggs.†

Steamrail Victoria Ltd.: J. Beggs,* J. A. M. Hill, H. Girdler.

Secretariat:
Membership Officer: N. George.
Printing: D. Palmer, R. Bramley, G. Carmichael.
Mailing Officer: Mrs. L. Drummond.
MNL Editor/Mailout Co-ordinator: R. Bramley.
National Competitions: R. Bramley.
Exhibitions Officer: R. Bramley.
Honorary Legal Officer: No appointment made.

*Council Liaison Officer.

†Part Year Only.

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McCaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-78	W. C. Rapley
1978-81	E. W. Pretty
1981-82	E. J. Hogan
1982-83	E. W. Pretty
1983-85	E. J. Hogan

*Foundation President of the Victorian Division

Australian Railway Historical Society
Victorian Division

ANNUAL REPORT

and FINANCIAL STATEMENT 1974-75

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AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION

Box 5177AA, G.P.O. Melbourne, 3001

OFFICE BEARERS 1974-1975

President: Mr. W. C. Rapley

Vice Presidents: E. J. Hogan, D. Potts

Hon. Secretary: M. Coxhead

Hon. Treasurer: G. McDonald

Councillors: R. Alexander/ R. Carlisle*, J. C. Brough, P. Carroll, J. Dare, C. Kayler-Thompson, F. Stamford.

Minute Secretary: V. Findlay

Museum Committee
Chairman: R. Evans
Secretary: C. Kayler-Thompson
Minute Secretary: R. Bruce
Works Supervisor: R. Bruce
Rostering Officer (Weekday): R. Bramley
Committee Members: K. Clark, T. Clark, A. Harper, E. Quinlan, M. Swaby
Council Rep: F. Stamford
Special Offices
Rostering (Weekend): N. Burrows
Film Sales: S. Moore

Tours Committee:
Convenor & Council Rep: D. Potts
Secretary: D. McLean
Committee Members: R. Whitehead, J. Dare, S. Moore, J. Barnes, B. Payne

"Newsrail"
News & Articles Editor: R. Smith
Production Editor: G. McDonald
Pictorial Editor: J. Dare, R. Jowett
Advertising Editor: R. Carlisle
Late News Editor: R. Weiss
Assistants: G. Davis, A. McLean, W. Owens

Publications:
Convenor & Council Rep: R. Alexander/R. Carlisle*
Committee Members: G. Bakewell, R. Carlisle, R. Whitehead

Sales:
Sales Officer: C. Einsiedel
Meeting Sales: D. Baker
Marketing Mgr: E. Pretty
Committee Members: G. McDonald, E. Hogan, C. Kayler-Thompson, J. Brough

Library:
Librarian: A. Maggs
Ass. Librarian: H. Head

Mailing Officer: N. Johnstone

Mailing Co-ordinator:
R. Alexander/D. Potts*

Archives:
Archivist: R. Whitehead
Council Rep: M. Coxhead

Photo Archives:
Photo Archivist: R. Bruce
Council Rep: M. Coxhead

Rolling Stock Committee:
Chairman: D. Potts
Committee Members: K. Clark, T. Clark
Council Rep: D. Potts

Entertainment:
P. Carroll, F. Stamford
Exhibitions: T. McCaw

Membership: C. Einsiedel/J. Shaw*, L. Shaw

Research: R. Whitehead

Public Relations: D. Potts

Steam Preservation: (SPCC)
W. C. Rapley, D. Potts, G. McDonald

Curator of Rented Premises: E. Hogan

Film Group:
Administrative Officer: R. Seccombe
Archivist: D. Milk
Programme Advisor: D. Kidd
Council Rep: F. Stamford

Geelong Steam Preservation Society:
Representative: G. Gugger

Members News Letter: E. Hogan

Memorandum & Articles of Association Officer:
J. Brough

Accountant: R. Paroissien

Annual Report Committee:
J. Brough, M. Coxhead, G. McDonald

Sound Recording: C. Craig, M. Schrader

Slide Competition:
V. Findlay, A. Straffen, S. Martin, Stamford

Projectionist: M. Lawrence

* See appropriate report.

Cover:
K184 leads B78 on the packed Ararat Centenarian past the 103 mile post and on towards Ararat on 5 April.

Royce Jowett

President's Report

A year of contrasts was 1974/75. In some areas we achieved a great deal of success, as the Committee's reports show; however, there was some major disappointments, too.

On the financial side, we finished the year with record membership, record subscriptions to Bulletin, record subscriptions to Newsrail, record turnover of $120,000 and record expenditure on Archives and research.

Council used every endeavour to contain costs but inflation negated these efforts somewhat and we ended the year with an operating loss. Another major disappointment was the complete loss of 'R' class locomotives from the tour scene.

At the annual elections, members elected some new faces to Council and the following week Council started what turned out to be not only a record number of meetings, but also an enormous number of agenda items.

Endeavouring to contain members' funds requires a much greater effort now than in earlier times because of rising costs.

Despite my pleas for "one man - one job", we still see members electing to Council those who already have their time full on other society activities. We must have a greater sharing of the responsibilities if we are to cater for the Society's needs in a businesslike manner in these difficult times.

Committees, as you will see from their reports, had a much more eventful year, all with a great deal of success. The Tours Committee once again organized a very enjoyable program, not the least of which was the Centenary Tour to Maryborough, and the equally successful Centenary Tour to Ararat. On both these occasions, the Victorian Railways Board joined with us and the local mayors in unveiling commemorative plaques. At the Maryborough celebrations, I was the guest of the Board at the commemorative dinner, returning to Melbourne on the Board's train, whilst for the Ararat Centenary I travelled both ways on the Board's train, and attended the commemorative dinner also. These journeys on the Board's train allow the Society's doings, also our problems, to be made known to the Board members and "Heads of Branches".

Mr. E. Rogan, the first General Manager of the Board, retired during the year and as I said at our February entertainment meeting when he was our guest speaker, we are grateful for his help on the many occasions we needed to contact him. To Mr. I. Hodges, the new General Manager, we offer our congratulations on his appointment.

Already it is obvious that our good relationship with the Victorian Railways will continue. Within the Victorian Railways workforce there is a great number of staff, including many in country areas, who have contributed to the Society's success and our thanks go to these people as well as to the Board and the Chairman, Mr. "Bill" Gibbs.

During the year, we have been endeavouring to arrange a national conference of ARHS Divisions in order that we can benefit from each other's successes and, more importantly, so that we can have a unified approach and speak with greater authority to governments and others to our mutual advantage.

Although Tasmania is now a separate Division, we still maintain special contact with them and are planning a week-end tour with steam Launceston/Hobart/Launceston during Moomba 1976 weekend, subject to the new Australian Railway Commission, who will operate the Tasmanian railway system from July this year, agreeing to the proposed arrangements and their charges being reasonable.

Our relationship with kindred societies is still being fostered. We visited Belmont Common and have taken a special interest in the Ballarat Tramway Preservation Society. Our Secretary attended, as an observer, the first Australasian conference of tramway preservation societies — hosted by BTPS — and I represented our Society at the official opening of the tourist tramway. To all organizations who have contributed to our success — our thanks.

During the year, Mr. Ron Alexander found it necessary to resign from Council. Ron has, over many years, contributed greatly to the Society.

Thanks Ron.

The future — what does it hold?

From Council, we will be losing Mr. Jim Brough who, as Jim says — "Father Time has caught up with". Jim has been a member since inception and a Councillor, including President 1970-72, for eight years. The Society's thanks, as well as my personal thanks to Jim for his ready willingness to "fill the breach" as he has demonstrated on many occasions over the years and for his guidance and help on Council.

Mr. Frank Stamford has found it necessary because of the pressure of other commitments to leave the Council scene and to him go our thanks for his contributions.

The museum relocation problem, hopefully, will be finalized in the new year and then will follow great efforts to obtain the necessary finance for the project.

Immediately the new Council is elected, it must consider, as an urgent item, whether, in view of the need for decisions by others concerning, for example, (1) the museum relocation finance (2) lack of mainline steam locos, the Society should continue its present approach or adopt a positive aggressive

attitude, involving all members, to Governments, etc., to secure our heritage as concerns the railways scene before it is too late.

To our small band of workers who contributed in their own way as Councillor, Committee members or helpers, I record my thanks. To those who didn't contribute — put your shoulder to the wheel in the new year and share the work load. If this can happen then next year we will be able to say — a well done by all.

W. C. RAPLEY, President

Secretariat Report

Early in the Society year, we were saddened at the passing away of one of our Life Members, Claude Einsiedel. His place was more than hard to fill. John and Lorna Shaw kindly offered to handle the functions of Membership Officer, and Jim Brough, Ron Alexander, Gary McDonald and Chris Kayler-Thompson handled the re-organization of the Sales section until its proper establishment (see Sales Report) with appointment of Eric Pretty as Marketing Manager.

The 1974 Elections resulted in the appearance of several new faces on Council, John Dare, Chris Kayler-Thompson, and myself. Prior to that event, I was acting as Honorary Secretary. With Council's obligation to sustain its responsibility for all activities of the Society, a great deal of detailed examination is involved and we met on 10 occasions between 1 May 1974, and the 1974/75 A.G.M. and then the elected Council for 1974/75 met on 15 occasions up to 30 April 1975.

During the year, a proposal was put to Council for incorporation of the SPCC. There are three alternatives for the future, which hopefully will ensure the retention and continuing operation of steam,

(i) Strengthing the present organisation, without incorporation
(ii) Incorporation, with two share-holders, i.e. ARHS and ARE
(iii) Establishment of an entirely separate incorporated organisation, which would be known as the Steam Train Trust of Victoria.

The proposal (alternative iii) at the time of writing, is still being considered.

The Select Committee Report on the future of the Museum was tabled on 11 February 1975, and although no specific recommendation was made on relocation, the report was thorough in all aspects and contained some very important recommendations and constructive criticism. Stemming from action by the Select Committee, primarily, and the Museum Committee, in discussion with the Western Region Commission, the Australian Government has made a grant of $15,000 for a professional feasibility study on the future development and relocation of the Museum. The Williamstown City Council has administration of the grant. A Steering Committee was appointed to guide the Council - members are, Mr. R. L. Abbott (Chairman), Mr. A. C. Hill and Mr. E. L. Davies, (these three representing the Society), Mr. J. Thompson (Western Region Commission), Mr. D. Hackworth (Williamstown City Council), and Mr. N. Wigmore (Victorian Railways).

Invitations to undertake the study were sent to selected Consultants and the firm of Loder and Bayley contracted to undertake the t The terms of the Grant require to be finish by 30 June 1975.

Efforts have been made during the year to arrange a "Federal" Conference of the ARHS. The lack of support is disappointing, considering the Society is basically an indivisible National organisation, notwithstanding incorporations, for legal reasons, within State boundaries and use of the term "Federal" in some connotations. Co-operation Australia-wide is very desirable. New South Wales, Queensland, Victoria and the "Federal"-Secretary agreed to hold a Conference early in 1976. It is hoped the other States may yet see their way clear to join in.

On Anzac Weekend 1975, I had the privilege of acting as ab observer, for both the ARHS Vic. Division and ARHS Federal Secretary, at the first Australasian Tramway Museum Conference, held at Ballarat. It was an extremely successful gathering of more than 50 people, representing every Tramway Museum in Australia and three from New Zealand. During the Conference, a Council of Australian Tramway Museums was formed, having close relations with their friends across the Tasm This new organisation bids fair to stimulate gain Governmental awareness of their existence, importance in the National Historical scene and hence worthiness for recognition and substantial support.

The Society did not participate in the 1975 AMRA Exhibition at Camberwell City Hall because the space allocated was unsuitable for an exhibition worthy of the Society's standing. It is hoped that we will be able to take part in the 1976 function and that we will be able to field an adequate team to staff this four-day and desirable, public relations exercise.

Membership details as at 30 April are:	1974	1975
Members	858	938
Resignations & Non-renewals		25
New Members	113	105
Bulletin Subscribers	692	713
Newsrail Subscribers	1217	1349

Near the end of the year, Council accepted with regret the resignation of Councillor, Ron Alexander, whose expertise and knowledge of the Society's operations was a great asset.

Council appointed Mr. Robert Carlisle to fill the position for the remainder of the Society year.

There is one member of the Society, who, during my term as Secretary, has really justified the work 'Historical' in our title - Mr. R. K. Whitehead has, without a shadow of doubt, made the Archives and Research Sections a major activity of the Society. I am sure that we will, as time passes, have the best collection of Railway Archive material in Australia. He has uncovered many historical photographs and documents through his own personal endeavours and gained Society recognition with the Commonwealth Archives Office.

I place on record my sincere appreciation to Councillors, Committees, Officers and various members, who have helped and co-operated with me in making my term as Secretary a little easier, especially Jim Brough, Ron Alexander and Eldon Hogan, as on many occasions they advised and guided a rather inexperienced Max Coxhead through some difficult situations.

M. Coxhead
Hon. Secretary

Archives and Research

The Archives collection has been increased during the year with the addition of a number of important items, documents and books, including items donated by the family of the late Rev. Leon Marshall Wood, and the late Guy Bakewell.

A number of early time-tables and books were made available to the Society on loan, and these are progressively being photo-copied. During the latter part of the year, the Society leased a copying machine to increase the effectiveness of time available by volunteers. It is anticipated that within the next few months, the Society will have an almost complete set of Weekly Notices available for research purposes. The Society's collection of tickets is being sorted and suitably mounted in albums.

The task of creating an index for the Weekly Notices was started, while indexes for several magazines are well under way or almost completed.

The task of re-listing all items in the Archival collection was almost completed during the year.

The collection of photographic negatives increased by some 250, bringing the total to over 1200 in the Society collection, for which an alphabetical index was created to supplement the existing numerical index.

The number of photographic prints in the Society collection has increased from 1850 to 4100 during the past twelve months, not only with the addition of several early prints but by active collection by several members of photographs of current day railway activities. It is a very necessary part of any historical Society's activities that it endeavours to record current history just as much as it endeavours to seek out the facts of the history of past years.

While photographic prints in the Society collection are not loaned out, they are available for inspection, and arrangements can readily be made to supply prints from our negatives to anyone engaged in research, During the year, the policy was continued of exchanging prints of photographs with other historical Societies, and of obtaining copy negatives of many historic photographs, both from private collections as well as from the collections of kindred bodies.

The numbers of members making use of the Archives room at Windsor for research during the regular weekly evenings continues to be encouraging, with several members pursuing private research and a number of others assisting with cataloging.

Several research project on line subjects were started during the year, but there are a number of railway lines in Victoria which will reach their centenary year in the near future and the assistance of more members would be appreciated to enable definitive histories of these lines to be compiled.

Research work on the Mirboo North line, the Ballarat to Ararat line, and the Outer Circle line resulted in booklets or Field Day notes being issued, while the results of research on a number of lines will be published in the near future.

A very successful Field Day was held in April, in conjunction with the Royal Historical Society of Victoria, on the Outer Circle Line.

Requests from kindred organisations and other people for information relating to railway history continue to occupy the available time of members helping with research. We are pleased to assist wherever possible. This often gives rise to a two-way flow of information of use to both parties.

Steam Preservation

It has been a year of alternate achievement and frustration for the Steam Preservation Co-ordinating Committee, on which the Society is represented by three delegates — the President, Bill Rap[illegible] (ex officio), Don Potts and Gary McDona[illegible] Eric Quinlan, a former delegate of this Society, continued as SPCC Chairman, and the other permanent members of SPCC are the President and two other delegates of the Association of Railway Enthusiasts. The Australian Railway Exploration Association, who have not run any steam trips for several years, withdrew from the Committee on 30th June 1974.

Several senior officers of the Society serve on the Vintage Train Committee, which is a sub-committee of SPCC, while our Tours Committee is well represented on a newly-formed Loco Facilities and Servicing Sub-Committee.

On the 26th July, 1974, representatives of the SPCC and the Societies (ARHS represented by Vice-President Eldon Hogan) attended at VR Head Office for discussions with General Manager Mr. I. Hodges and Secretary for Railways Mr. C. Miller, during which the future operation of broad-gauge steam trains in Victoria was thoroughly discussed, in the light of our submissions to the VR in February 1973. The General Manager made it clear that the Railways were prepared to co-operate in the continued running of steam excursions as long as this was reasonably practical, provided that they recovered the bare out-of-pocket costs. It would be for SPCC to determine how best to use the available resources to preserve them as long as possible. All costs of maintenance, as well as the cost of running particular trips, would have to be met by SPCC. To assist with this task, however, the VR would

(a) take over again the responsibility for maintenance of carriages, including the Vintage Train carriages, apart from special scroll work and other refinements above the normal VR standard, and

(b) direct all "outside" bodies seeking to charter steam trains to make their arrangements through SPCC so that the Committee could co-ordinate loco utilisation and add a surcharge to assist towards annual maintenance costs (this arrangement did not become fully operative until May 1975).

A new basis for costing steam trips on a charter basis was laid down, with the abolition of individual fares per passenger as far as the VR are concerned. This results in a greatly increased cost in operating short-distance tours, with a consequent heavy rise in the fare which the organiser has to charge his passengers, unless he can be sure of a passenger tally round the 500 mark, when the cost may be little above the previous rates — which, incidentally, had not gone up since 1971.

The general tenor of the discussions was very encouraging to the SPCC and the Societies, and we were heartened also by several statements on public occasions by the Chairman of the Railways Board, Mr. A. G. Gibbs, about the value of maintaining limited steam excursion operations. However, even though the discussions of 26th July 1974 were confirmed by detailed letter two months later, and it was obvious that the proposals had been thoroughly discussed within the Department before decisions were reached and conveyed to us, we have experienced considerable frustration in our efforts to get replies and action from the Department, for example in the elucidation of several points not covered in the tour costing instructions, and for the estimating and carrying out of necessary loco maintenance.

R707 and R761 were failed by the boiler inspector in May and September 19[illegible] respectively. SPCC has asked for firm quotati[illegible] for the cost of restoration of at least one engine, and has also sought approval for at least a major part of the work believed necessary (fabrication of a new inner firebox) to be carried out by outside contractors. K184 has continued to carry the burden of tour operation, and will require shopping in July-August 1975, for mechanical overhaul. K153, which was stated to have been stored serviceable ever since a major overhaul and re-boilering in 1966, was eventually brought into traffic in October 1974, two months later than promised, and has suffered chronic injector trouble since. In November 1974, $1000 was paid towards the bringing back into service of K190, to provide three operating engines, but action has not yet eventuated.

The Vintage Train enjoyed a boom period as far as passenger patronage was concerned, right up to the end of 1974, and continued to provide the main source of revenue for the various activities of the SPCC such as turntable maintenance and major repairs. The steep increase in fares which must now be charged on shorter trips has had a big effect on patron[illegible] figures early in 1975, but these are expected build up again. A loss to the sub-committee was the resignation in March 1975 of Mr. Ray Pearson who had played a big part in tour organising and booking for several years, and this resulted in a re-allocation of duties and enrolment of extra assistance on tours. The Sales sub-committee has done good work in providing service to patrons as well as bringing in revenue. "The Vintage Train" booklet has sold well and plans are in hand for the production of a "junior" edition on the lines of the well-known "Puffing Billy Story".

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

1. In our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the society's affairs at 30th April, 1975 and of the deficit for the year ended on that date.

2. As required by the Companies Act 1961 we report as follows:

   In our opinion

   (a) the attached accounts are properly drawn up:

      (i) so as to give a true and fair view of the matters required by Section 162 to be dealt with in the accounts; and

      (ii) in accordance with provisions of that Act.

   (b) the accounting records and other records, and the registers, required by that Act to be kept by the society have been properly kept in accordance with the provisions of that Act.

C. W. Stirling & Co.
Chartered Accountants

Melbourne
Dated 8th July 1975.

By Its Partner,
K. F. Proctor

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1975
ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1975 and in accordance with Section 162A of the Companies Act 1961 report as follows -

(a) Directors in office as at the date of this report are

Mr. W. C. Rapley	Mr. R. Carlisle
Mr. E. J. Hogan	Mr. P. Carroll
Mr. D. G. Potts	Mr. J. Dare
Mr. M. Coxhead	Mr. C. Kayler-Thomson
Mr. G. G. McDonald	Mr. F. Stamford
Mr. J. C. Brough	

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Deficit of the Company for the year under review was $1814.

(d) There were no significant amounts transferred to or from reserves or provisions during the financial year.

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets (other than those mentioned in paragraph [g]) were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(1) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstance not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1975
ANNUAL REPORT OF THE DIRECTORS (Cont'd.)

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by

W. C. RAPLEY, Director

E. J. HOGAN, Director

Dated at Melbourne this 8th day of July, 1975.

STATEMENT BY DIRECTORS

We, William Campbell Rapley and Eldon John Hogan, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1975 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1975.

Dated at Melbourne this 8th day of July, 1975.

W. C. RAPLEY, Director

E. J. HOGAN, Director

STATEMENT PURSUANT TO SECTION 162(12) OF THE COMPANIES ACT 1961

I, Gary George McDonald being the person in charge of the preparation of the Company's accounts, hereby state that to the best of my knowledge and belief the accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Melbourne this 8th day of July, 1975.

G. G. McDONALD

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1975

1974					1975
		SOCIETY FUNDS			
$20989		Accummulated Fund (Statement Attached)			19175
4055		Preservation Fund (Statement Attached)			4975
15827		Museum Reserve Fund (Statement Attached)			18905
527		Carriage Preservation Fund (Statement Attached)			527
(272)	(Dr)	Yarra Car Fund (Statement Attached)		Debit	(187)
$41126					43395
		THESE FUNDS ARE REPRESENTED BY:			
		Current Assets			
—		Cash on Hand		274	
—		Commercial Bank of Australia Ltd.		1624	
16534		Commonwealth Savings Bank of Australia		15424	
148		State Savings Bank of Victoria — Current Account		849	
66		Bank of New Zealand		61	
2334		Debtors — Trade	3282		
688		Other & Prepayments	1523	4805	
13841		Stock on Hand (at lower of cost or net realizable value)		17563	
326		Tour Expenditure Paid In Advance		110	
—		Deposit		100	
33937					40810
		Less Current Liabilities			
1644		Members Subscriptions in Advance		2668	
2238		*Bulletin* Subscriptions in Advance		2403	
3713		*Newsrail* Subscriptions in Advance		3260	
49		Library Fees in Advance		70	
4		Enrolment Fees in Advance		—	
8978		Creditors — Trade		15013	
4417		Tour Receipts in Advance		—	
21043					23414
$12894					$17396
		Plus Non-Current Assets			
		Deferred Assets			
1000		Loans to: Geelong Steam Preservation Society	1000		
1000		Ballarat Tramway Preservation Society Ltd.	800	1800	
		Investments			
1000		Commonwealth Special Bonds (at cost)		1000	
		State Savings Bank of Victoria — Deposit Stock:			
5500		General Funds	—		
3100		Museum Funds	3100	3100	
		Museum Reserve Fund:			
9000		Commonwealth Special Bonds (at cost)	9000		
2453		Commonwealth Savings Bank of Australia	742		
		State Savings Bank of Victoria:			
74		Current Account	563		
4300		Deposit Stock	8600	18905	
27427				24805	
		Fixed Assets			
		Library, Furniture & Equipment			
1609		At Council Valuation 17th July, 1967	1609		
1034		At Cost	1039		
5		Plus Additions (at cost)	591		
2648			3239		
—		Less Sales (at Council valuation 17th July, 1967)	114		
2648			3125		
1843		Less Provision for Depreciation	1931		
805				1194	
		Intangible Asset			
2180		Renovations to "Yarra Car" (at cost)	2180		
(2180)		Less Provision for Amortization	2180	—	
28232					25999
$41126					$43395

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

SUPPLEMENTARY STATEMENTS

1974				1975
		ACCUMULATED FUND		
$21308		Balance as at 30th April, 1974		$20989
319		Less Deficit for Year		1814
$20989		Balance at as 30th April, 1975		$19175
		PRESERVATION FUND		
1605		Balance as at 30th April, 1974		4055
2450		Add Surplus as per Museum Income & Expenditure Account		2920
4055				6975
—		Less Transfer Museum Reserve Fund		2000
$4055		Balance as at 30th April, 1975		$4975
		MUSEUM RESERVE FUND		
14849		Balance as at 30th April, 1974		15827
884		Interest Received: Commonwealth Special Bonds		552
20		Interest Received: Commonwealth Savings Bank of Australia		38
74		Interest Received: State Savings Bank of Victoria		488
—		Transfer from Preservation Fund		2000
$15827		Balance as at 30th April, 1975		$18905
		CARRIAGE PRESERVATION FUND		
539		Balance as at 30th April, 1974		527
12		Less Restoration Expenses		—
$527		Balance as at, 30th April, 1975		$527
		"YARRA CAR" FUND		
496	(Dr.)	Balance as at 30th April, 1974	Debit	272
26		Add Expenses: — Insurance		—
522				272
250		Less Income — Hire of "Yarra Car"		85
$272	(Dr.)	Balance as at 30th April, 1975	Debit	$187

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 19[illegible]

1974					1975
	INCOME				
$4584	Surplus from Sales Department (See Note 1)				$1892
(1193)	(Deficit) on *Newsrail* (See Note 2)				(1255)
223	Surplus on *Bulletin* (See Note 3)				407
3160	Surplus from Tours (See attached statement)				4695
2549	Membership Subscriptions				2703
115	Enrolment Fees				103
806	Interest Received				1060
55	Donations — General				7
112	Display Carriage				112
81	Library Fees				77
—	Profit on Sale of Movie Projector				25
—	Auction Night				184
10492					10010
	LESS EXPENDITURE				
	Direct Service to Members				
362	Meeting Room Rental	836			
(5)	Less Door Fees	29	807		
6	Library		13		
18	Depreciation of Library Books		18		
18	Slide Competition		37		
15	Depreciation of Slide Projector		—		
93	Annual Film Night		106		
507				981	
	Administrative				
1786	Postage & Telephone		2117		
345	Distribution & Mailing		440		
1717	Printing & Duplicating		1703		
1363	Stationery		720		
41	Insurance		—		
200	Audit Fee		200		
600	Accountancy Fees		720		
41	Federal Secretary's Expenses		16		
97	Depreciation on Furniture & Equipment		107		
91	Other		242		
6281				6265	
	Group Expenses				
72	Film Group	350			
38	Depreciation of Equipment	21	371		
14	Research Group	347			
792	Archives	3178	3525		
14	Recording Group	46			
107	Depreciation of Equipment	—	46		
1037				3942	
	Other Expenses				
10	Windsor Station Room Expenses		25		
155	Publicity & Exhibition		(9)		
2008	Display Carriage Restoration		80		
366	North East Centenary Celebrations		57		
—	Ararat Centenary Celebrations		454		
447	Vintage Train — Signwriting Donation		—		
—	General Donation		10		
—	Maryborough Centenary Celebrations		19		
2986				636	
10811					11824
$319	**Deficit for Year**				$1814

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1975
NOTES TO AND FORMING PART OF THE ACCOUNTS

1974			1975
	(1) Surplus from Sales Department		
$16400	Sales		$10986
24	Commission on Sales		—
16424			
	Less Cost of Goods Sold		
3779	Stock on Hand 30/4/74	10647	
16640	Purchases	9722	
20419		20369	
10647	Less Stock on Hand 30/4/75	12535	
9772			7834
6652	**Gross Profit**		3152
	Less Expenses		
2068	Postage, Printing & Sundry	920	
—	City Centre Rental	340	
2068			1260
$4584	**Net Surplus for Year**		$1892
	(2) *Newsrail*		
4033	Subscriptions		6128
1800	Sales		3377
595	Advertising		1256
6428			10761
	Less Cost of *Newsrail*		
996	Stock on Hand 30/4/74	1478	
7771	Cost of Publication	12028	
—	Cost of D.D. Reprint	1216	
332	Other Expenses	102	
—	Repairs & Equipment	32	
—	Depreciation of Equipment	15	
9099		14871	
1478	Less Stock on Hand 30/4/75	2855	
7621			12016
$1193	**Net Deficit for Year**		$1255
	(3) *Bulletin*		
2965	Subscriptions		3743
28	Sales		231
2993			3974
	Less Cost of *Bulletins*		
532	Stock on Hand 30/4/74	559	
2797	Cost of Publication & Freight	3517	
3329		4076	
559	Less Stock on Hand 30/4/75	509	
2770			3567
$223	**Net Surplus for Year**		$407

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

TOURS INCOME & EXPENDITURE STATEMENT
FOR YEAR ENDED 30th APRIL, 1975

	Net Revenue	Transportation Railway	Transportation Other	Refreshments	Steam Tax	Refuelling	Other Direct Costs	Surplus or (Deficit)
Foster	$3520	$1653	$15	$552	$78	$75	$188	$959
Mirboo North	3255	1805	22	220	68	18	730	392
Maryborough Centenary	3120	1878	45	758	68	33	192	146
Colac	1654	1021	159		53	25	121	275
Daylesford	2052	1019	100	129	69	20	37	678
Healesville	1192	628		300	36		184	44
Belgrave	107	92						15
Oaklands	2392	1910		185			56	241
Maldon	1792	580	135	432			318	327
Ararat Centenary	3510	1629		325	148	80	674	654
Grand European	52034	50401					543	1090
	$74628	$62616	$476	$2901	$520	$251	$3043	$4821
Less General Expenses								126
Net Tour Surplus								$4695

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

MUSEUM INCOME & EXPENDITURE STATEMENT
FOR YEAR ENDED 30th APRIL, 1975

1974				1975
	INCOME			
$5266	Gate Donations & Booklet Sales & Sundry Sales		$7219	
(595)	Less Cost of Booklets etc. Sold		1095	6124
841	Film Sales		385	
(734)	Less Cost of Films Sold		536	(151)
183	Interest Received			315
4961				6288
	LESS EXPENDITURE			
	Current Operations			
293	Security Patrol	406		
81	Electricity	225		
35	Rates & Rent	35		
246	Administration	178		
51	Insurance	—		
194	Ticket Printing & Advertising	411		
316	Paint	866		
303	Other Materials	964		
58	Other Expenses	82		
10	Depreciation of Equipment	41		
1587			3208	
	Major Works			
175	Chair Upholstering	—		
67	Veteran Train	—		
—	Electrical Installation	160		
242			160	
1829				3368
3132	**Surplus for Year**			2920
682	Less Film Purchases Under Stated for Prior Years			—
$2450	**Surplus Transferred to Preservation Fund**			$2920

Publications

The Publications Committee continued to activ[illegible] investigate various proposals with a view to publication in book form.

The most significant activity this year was the publication of two booklets. The Morwell and Mirboo Railway, and The Ararat Centenary.

Written and researched by the Society Archivist, Mr. R. K. Whitehead, they represent two of a series which include a detailed lineside guide supported by a descriptive history and a wide range of photographs, many previously unpublished.

Research is also well advanced on a further lineside guide on the Morkalla line in the Mildura District with publication expected in early June 1975.

Two major projects have also reached an advanced stage. The first project *Australia's Garratts* by Bob Butrims, is to be produced in conjunction with the Geelong Steam Preservation Society, and is to be the first of a new locomotive series similar in format to the South Australian locomotive books. Publication is expected in August 1975.

The second project *Victorian Steam* comprising 112 pages, hard cover, is a pictorial depicting steam locomotives at work in the VR, by R. M. Carlisle and E. J. B. Payne. Publication is anticipated in October 1975.

Lineside guides are in course of preparation for Maryborough, Daylesford and the Outer Circle lines.

The committee's ranks were severely depleted during the year by the resignation of Mr. R. Alexander, and the recent death of Mr. G. Bakewell.

R. M. Carlisle.

[illegible]m Group

SCREENINGS:

For the second year, the three syllabus item screenings have been held in the BHP Theatrette. While the theatrette has much to commend it for comfort for Members, technical problems associated with this venue continue to pose problems for the Film Group: the single 16mm projector set-up has meant lack of flexibility in bio-box operation, while the size of the theatrette has forced on us the decision not to us 8mm gauge films for the present because of the absence of effective projection facilities. This regrettably has prevented adequate representation of Member's films in the programmes as most film makers in the Society use 8mm.

The Film Group is pleased that Council agreed to expand the syllabus item time-slot for screenings during the year to make possible more extended and flexible programming.

Screenings during the year 1974/5 have laid considerable emphasis on the presentation of archival film. The Group believes this is [illegible]rable as it keeps the image of an Historical Society before Members.

The "Old, Curious and Different" programme presented a wide variety of unusual and unique Australian items, from early timber tramways to the Tea and Sugar Train and Red Fred. For the lovers of steam, the all-American night placed the emphasis on size with numerous 4-8-4's and 2-10-2's in evidence! While surely the highlight was the premiere programme screenings of the new 16mm reduction print collection of archival film recently saved from destruction.

Screenings of archival film also serve to remind Members of the constant need to collect and preserve often priceless items which, often due to old and inflammable film stock, are in danger of deterioration.

Once again, the 1974 Annual Film Night at the Cameo Theatre, Belgrave, had to be content with electric traction on the special train; but the programme certainly didn't! For sheer steam screen time, "Emperor of the North" must rate the most suitable feature ever used for an Annual Film Night with almost 90 per cent of it steam and rail footage. The violence content, although widely pre-publicized, was regretted as the Group believes it may have kept some families away. The ready and always generous help of the Theatre management, Mr. and Mrs. Don McWhirter, is gratefully acknowledged.

ARCHIVES:

The highlight for the year in the Film Archives was the already mentioned completion of reduction-printing the remainder of the 35mm archives to 16mm safety film stock. The new collection comprises a priceless record of Australian (chiefly Victorian) Railways history between the years 1912 and 1926. The ready support of Council in saving the collection by meeting the costs of reduction-printing should be put on record with gratitude.

Considerable work in sorting, storing and cataloguing the whole 16 and 35mm archive collection has been carried out during the year.

The reduction printing job on the archives was carried out excellently by a Melbourne

film laboratory, Victorian Film Laboratories. It remains to record that the laboratory, at no cost to the Society, also made a duplicate set of 35mm prints on safety film so that the original quality of the films would not be lost for all time. Needless to say, the Society has gained much from this generous gift.

ASSISTANCE:

The Film Group maintains regular contact with other rail and film production, distribution and exhibition groups throughout Australia. Exchange programmes of rail films has been of valuable help to bring variety to Victorian Division programmes and in promoting the rail enthusiast cause to wider audiences. The Group welcomes contact with Members interested in film making and any with a wish to help film activities in the Society.

PRODUCTION:

Despite often insuperable manpower difficulties, the official 25th Anniversary film, "Twenty Five Years in Steam" has been completed. It now joins the other two films in the Sales List, "Seven-O-Four" (last run of R704) and "Epitaph" (a tribute to the end of VR revenue steam). Filming has also commenced on a new promotional film for the Vintage Train.

R. H. Seccombe

Tours

Tour figures for the year under review show an increase in Tour Patronage for the year of 23.5% compared with the previous year. The main reason behind this increase was undoubtedly due to members and friends taking the opportunity to participate in as many tours as possible before the withdrawal from traffic of R707 on 21 May and R761 on 5 September.

Of the 11 Tours organised by the Society, seven were stream hauled, one involved the use of a Rail Motor, two were diesel hauled whilst the other involved the use of a suburban Electric Train. In addition an extended tour of 7 weeks was run to Europe. (See special report.)

Year after year in the past considerable profits generated from tours have greatly assisted in subsidizing the day to day functions of the Society. With the restrictive attraction of only one class of steam locomotive now available; the unlikelihood of any improvement in this situation during the next 2 years at least, and the constant cost increases the Tours Committee believes that the main means of financing Society activities from tours will end by late 1975.

GRAND EUROPEAN TOUR

In 1967 the Victorian Division was responsible for the successful arrangement of an Australian Group Overseas Rail Tour — to New Zealand.

The 7 week Grand European Tour sponsored by the Division between 17 June and 7 August 1974 was the first Australian group tour to Europe. It covered 56,000 km, of which over 15,000 km were by rail. Thirty-one persons participated in the Main Tour which was organised by Don Potts in association with Croydon Travel Service. Three additional persons joined the tour during shorter periods. Countries visited were: Belgium, United Kingdom, France, Germany (East and West), Czechoslovakia, Austria, Yugoslavia, Italy and Switzerland.

Throughout the tour the party was impressed by, and appreciative of, the friendly co-operation given by the overseas rail — enthusiast groups (European enthusiasts are locally known as "friends of the railways") and various railway administrations and staff. The Australian contingent took the opportunity to foster good relations by handing out "down-under" publications. Three movies films, showing Australian Railway and Tramway operations and preservation activities proved interesting to the Europeans.

The Grand European Tour was voted a wonderful experience and most participants have expressed a desire for a "repeat" in the future. A number of observations included:

People patronising local Rail Tours organised by the Victorian Division do not realise just how pampered they are — especially in regard to properly and acceptably arranged photo. stops — in England the (The Society Powers that be) have not experienced photo. stops, and are convinced that they are not "in the public interest", refuse to listen to pleas — and still wonder why so many people motorcade obtain photos.

Australians visiting some overseas countries come home realising just what a great place they live in, especially when they have to endure hour long ordeals at Border checks — as many as three machine guns pointed at you, armed guards and Alsatian Dogs at every doorway; restrictions on photography. Despite these temporary distractions the people were friendly, the overseas rail fans just the same as the Aussies — all searching for the rapidly declining areas of steam operation.

Date	Destination	Engine Power	Organiser	Passengers
1974				
May 18	Foster	R & R.	S. Moore	430
June	Mirboo North	R. Y & Y	P. Knife	374*
July 6	Maryborough	R	R. Whitehead	366
Aug. 17	Colac	R	C. Rogers	303
Sept. 21	Daylesford	K	J. Dare	391
Nov. 20	Belgrave	Subn. (Silver)	R. Smith	305
Nov. 23	Healesville	K	R. Whitehead	207
1975				
Feb. 8	Oaklands (NSW	X. T.	P. Knife	291
March 15	Maldon	T	J. Barnes	126
April 5	Ararat	K. B.	D. Potts	307
April 26	Maldon	Rail Motor	J. Barnes	76
1974	**EXTENDED TOUR**			
June 17 to Aug. 7	Grand European Tour	Various	D. Potts	31

Total: 12 Tours — 3,505 km (Does not incl. European Tour) 3207 passengers.
Previous Year: 13 Tours — 3,664 km, 2568 passengers.
Total Number of Tours run by Society: 202.
Total Distance covered by ARHS Tours: 121,462 km (Does not include Grand European Tour).
Yarra Carriage used on 2 Tours during Year, total number of Tours run by Yarra Carriage since placed in traffic by ARHS in 1964 — 107, distance covered by Yarra Carriage since 1964 — 53,828 km.

*Plus 468 Local Passengers from Morwell.

D. C. McLean,
Secretary.

Sales Report

During the year this department suffered a great loss in the passing of our Sales Officer since 1965, Claude Einsiedel, who performed all tasks associated with building up a Sales Division within the Society, with extreme dedication. For a short time Claude's family maintained Sales then Jim Brough became our Acting Sales Co-ordinator, assisted by other Councillors.

In the weeks that followed much thought was given by Council to re-organisation of this department in the situation now facing them. As Marketing was becoming a large part of the Sales Department's activities a decision was made to appoint a Marketing Manager directing a willing team of helpers.

Premises were obtained at 382 Flinders Street, to provide a central area for maintaining of stock and processing of our Mail Order business. Many members have taken the opportunity to browse old numbers and meet with friends on nights when the City Centre is open.

The Society produced booklets during the year on the occasion of the closing of the Mirboo North Railway and the Ararat Railway Centenary, which have had a ready acceptance.

Frustrating delays in receiving stocks of the new Queensland record "Steam Salute" ended when they arrived in March. "Souvenirs in Steam" is now out of stock but tapes have been prepared so we are hopeful that production can commence shortly.

Our wholesale sales continue to grow and recently one of our younger members, Neville Saxby, volunteered to promote sales of both *Newsrail* and general publications in country areas - immediate results were forthcoming, obtaining for us a wider coverage and promoting our Society further throughout the State, and Vance Findlay has offered to service all our City wholesale outlets on a regular basis.

The Sales Table on Monthly Meeting nights conducted by Don Baker, with Lionel Rickard assisting him, is increasing in turnover and is obviously our main outlet to our general membership.

Sales resumed on Tours early this year with marked success and this aspect of our department will be continued under Bruce Herbert at every opportunity. The Ararat Railway Centenary presented us with the opportunity to conduct our sales on site for a weekend, conducted by Gary and Jan McDonald, thus bringing to local people an introduction to our Society.

I wish to record my grateful thanks to the hard working team, led by Eldon Hogan, who is a tower of strength, making my intergration in to the Sales Department a much easier task than it would have been without their valued assistance.

Eric W. Pretty

Newsrail

During 1974-75, *Newsrail* recorded news items of VR and other railways in Victoria, current activities of ARHS Victorian Division, and historical facts of current interest.

Council makes all decisions affecting *Newsrail* finances. For 1974-75, Council decided that all issues would be 24 pages, with 6 of the 12 issues to have colour covers. Typefaces were to remain at 8-on-8 Times Roman for text and folios, and Newton bold ranging from 7-on-7 for captions, to 24 point for page headings. At the end of 1974, the paper used was changed from imported Super Spicote to locally-produced paper. This is much whiter and enhances photographic reproduction and general appearance. From November 1974 the cover price and subscription rates were increased, to cover substantial cost increased without reducing coverage or quality.

The function of the editor (group) is to increase circulation, maximise news coverage and minimise costs, to be attained by presentation of an attractive topical magazine.

News coverage was maximised by adopting a more efficient style, so that more material could be contained in the fixed quota of space. However, all such methods have been used, and any further increase in news coverage can be obtained only by increasing the size of *Newsrail*.

Circulation rose during the year. A subscription drive was made through Light Railway Research Society of Australia. Sales Department was responsible for increasing the number of retail outlets, thanks to the efforts of a travelling salesman. Subscriptions at 30 April 75 were $1349.

Efforts towards minimising costs create much work for very little saving compared with other costs (eg a colour cover costs about $120-150). During the year we changed from reproducing photographs at various rates of enlargement to reproducing all photographs at 1:1, increasing the work involved in arranging layout. Colour covers are now prepared in pairs to achieve economies, reducing the topicality. Corrections at the page-proof stage have been minimised by rigorous checking at the time of preparation of the copy.

More effective methods of improving *Newsrail* finances were advertising and offprints. A steady compaign was made through the year to attract more advertisers, with the result that $1255 was earned. An offset-printed facsimile of the first 10 issues of *DIVISIONAL Diary*, with 10 pages of photographs added, was produced, and sold rapidly. Other reprints will be attempted at regular intervals. Two colour postcards were printed, using the colour separations from *Newsrail* colour covers.

The standard of appearance was further improved, determined efforts being made to avoid spilling over of items, and yet to balance each section onto whole pages. Elements causing visual clutter were tidied.

The optimal solution for topicality evolved in 1973-74 was continued, viz a wax-stencil late news sheet for ARHS members while Newsrail has a recency of about 5-8 weeks (longer for longer articles), caused by the need for verification for historical accuracy and the method of production.

During 1974-75, *Newsrail* contained 288 pages, 40 feature articles, 1000 shorter articles (average length 15 lines) published under regular classified headings, about 280 photographs (including 6 colour covers and 3 black-and-white double-page centre spreads), and about 20 diagrams: about 220 000 words from 100 contributors.

A re-arrangement of staff titles and positions was made to better reflect the nature of the duties being performed. Personal contact was made with the editors of ARHS *Bulletin*, ARHS SA *Recorder*, ARHS Qld *Sunshine express* and ARHS Tas. *Tasmanian Rail News*

Roderick B. Smith
News & Articles Editor

Entertainment Meetings

Entertainment meetings continued at the B.H.P. Auditorium and attendances have maintained a steady level.

GUEST SPEAKERS:

Syllabus items presented were as follows:

May 1974. Mr. Alan Hales, V.R. Instructor. *Safe Working, Staff and Ticket.* Part 2.

June 1974. Mr. Vance Findlay. *Railway & Transport Museums in Britian & Europe.*

July 1974. Film Group screening.

August 1974. Auction night.

September 1974. Mr. Keith Turton. *Touring Thru Europe on a Eurailpass.*

October 1974 Film Group screening.

November 1974. Mr. Don Potts. *Grand European Tour.* Part 1.

December 1974. Annual Members' Film Night, Belgrave.

February 1975. Mr. E. P. Rogan. Former Victorian Railways General Manager. *Reminiscences on Railway Personalities over the past 40 years.*

March 1975. Film Group screening.

April 1975. Dr. Wilfred Brookes. *Canadian National Railways.*

Peter Carroll
Entertainments Officer

Rolling Stock

For the Rolling Stock Committee, the year 1974-75 was, disappointingly one of achievement overshadowed by frustration.

The Vintage Train Restoration Project, the most ambitious so far undertaken in Australia, begun in December 1973 on behalf of the Steam Preservation Co-ordinating Committee has struggled to proceed. No longer do we have an average of six or a maximum of 22 volunteers attending regular weekend working-bees. Hopefully, and deservedly, those dedicated three or four preservationists who are continuing with the work will see the fulfilment of their ideals during the second half of 1975 with the completion of the Project and return to service of a fully restored Vintage Train.

The Vintage Train consist comprises 1AV, 32AV, 3BV, 7BV, 8BV, 18BV, 19BV, *Pioneer Enterprise* and dualcoupled cars 32ABU and [illegible]U. Cars currently undergoing restoration are 32AV, 1AV, 3BV, 8BV. The VR is being asked to repair interior vandalism in 19BV. The ARHS Rolling Stock Committee has suggested to the Association of Railway Enthusiasts that they negotiate with the VR for restoration of *Enterprise* due to its poor condition. The Department has agreed to accept responsibility for the future maintenance of all retained carriages and replacement of existing bogies under Vintage Train Stock with reconditioned bogies reclaimed from scrapped BPL's for 50 mph running.

Former country, first class passenger carriage 30AV, converted by the Society in November 1973 into a Historical Display Car was repainted during April 1975. Open storage and oil pollution had caused the paint to peel. The VR reconditioned the bogies twice, fitted a hand brake and repaired the roof.

In addition to 174Z brake van, veterans, 146HD (horse-box) and 957H (box-van) have now been made available for use a stores and works vehicles.

The Committee is anxious to get on with [illegible]ration of a 4 car electric swing door set - 107M, 137M, 12BT, and 24D. Exploratory pigmentation tests have been conducted prior to restoring 12BT to the original brown colour scheme.

Whether it be trains or trams, there is a distinct similarity in rolling stock preservation. Carriage preservationists envy their counterparts of a tramway society where efforts are officially encouraged - they have even been allowed to store and restore some trams for many years under the shelter of a metropolitan tram depot. Ironically, it must be repeated, that, for reasons unfathomable, in their efforts to achieve good intended aims, dedicated railway Rolling Stock preservationists must continue to surmount discouraging obstacles which make the task not only difficult but almost impossible.

Frustrations experienced during the Society year ended 30 April 1975 have included: the problems associated with unprotected, open storage and lack of security - hundreds of dollars damage by vandals to carriages, weather exposure causes rapid deterioration - carriages restored 18 months ago are almost due for another repaint. In comparison, the Veteran Train X, Y, YZ cars restored 21 years ago are still in mint condition thanks to storage within a building.

In November 1973 the exterior of *Yarra* parlor-car was authentically restored at considerable expense. Six months later it was damaged in a shunting accident. Instead of repainting the body section in standard VR Car Red, this historic vehicle has been disfigured by a large patch of an unknown shade of brown paint. The 50 mph speed restriction for this carriage has not yet been restored to 70 mph.

On 31 October 1974 joint representations were made with the Association of Railway Enthusiasts for retention of two swing door, suburban electric motor carriages in working order. Eighteen months have elapsed and still this matter has not yet been resolved. Soon those last two 'Doggies' will be beyond redemption.

In December 1974 a week's notice was received to vacate the former Oil Store sheds used by the Committee as a works and storage area. Consequently, with no alternative accommodation available, equipment and materials were prone to theft and vandalism. Despite an 80 word telegram seeking urgent provision of condemned rail vans for this purpose it took three months before they were moved less than a mile to the work's site. Since then, the vans, complete with equipment and stores vanished from the work's area for months when utilized as match-wagons for coupling purposes to transfer vehicles between the Newport Oil Store Siding and Newport Workshops. During April 1975 several carriages stabled alongside the Oil Stores were damaged by falling debris due to demolition work on these buildings.

The executive of the Rolling Stock Committee (Chairman, Don Potts and members Tom Clark and Kevin Clark) again wish to sincerely thank those good people who have assisted with preservation during the year.

Museum

Just a year ago, the report from the Museum Committee posed the question - "Where do we go from there?". This stemmed from an earlier request we made to the Railways Commissioners that some additional land be made available in Champion Road. In February 1974, a Select Committee was empowered by ARHS Council to look into all aspects of re-siting the Rail Museum. During the year, members of the Select Committee made several visits to our meetings and gave us a progress report of their activities and consultations. In February 1975, they completed their onerous task and presented a report on their findings to Council. When the Victorian Railways initially suggested that the Museum be re-established at Market Street, Newport, the Museum Committee readily agreed, believing this to be an ideal position. However, following a much closer study by the Select Committee, we are now agreed that the site presents too many drawbacks to make a viable place at which to set up a display, which must be a credit to the Society. The Select Committee has suggested that a site at Rowville to be developed in conjunction with a complex to be established by the City of Knox, would in their view, be the most promising location at which to re-establish the ARHS Rail Museum. Recently a grant was received from the Federal Government. This is being used under the guidance of a Steering Committee and the Williamstown City Council, to see if a suitable site can be found in the area covered by the Western Region Development Commission. At present, the Museum is still located in Champion Road, North Williamstown, and is open every Saturday and Sunday afternoon, also on Public Holidays. How long is it since you last visited your Museum?

In October, the Committee found it necessary to increase the charges for admission. This has not led to any serious reduction in the number of people visiting the Museum. The total attendance for the year was 29,464, which showed an increase in adult numbers of 1300 and a decrease in child admissions of 2300, due mainly to lack of week-day gatekeepers. Many people from interstate and overseas have found the time to pay a visit to the display and have enjoyed their stay. During March, advertisements were placed in both morning newspapers, which led to considerable increases in the numbers of people attending during the Easter week-end.

On 31 May Mr. E. L. Davies relinquished his post of Museum Cashier. The Museum Committee accepted his resignation with very great reluctance and regret, for Lindsay has been associated with the Museum since its inception 14 years ago. In that time, he tackled all kinds of jobs, including painting, constructing and erecting display cabinets and book-keeping. During the past year, he has been working as a member of the ARHS Select Committee. We sincerely thank Lindsay for all his help and advice to the many Museum-minded people with whom he has come in contact during his long association with the Museum. We hope that in the not too distant future, we shall be able to see him again among the Museum helpers.

During the year, we have found room for two more locos, A2884 and E369. A Victorian Railways quadricycle was put on display and we are at present setting up a signal lever frame in the Signal Box. This was obtained from Springvale, following the upgrading of that part of the Victorian Railways system. Upon reflection, however, there has not been as much restoration work done as might have been. This has come about for two reasons. Firstly, in the early part of the year, it seemed likely the Museum exhibits would be transferred to another site in rather a hurry. Secondly, although the Victorian Division can be proud of a membership of over 900, there is nothing to be proud of when it is considered how few members actively help to keep the various items in a presentable condition. This Committee is extremely grateful to each and every person who has done something to help improve the presentation of the ARHS Rail Museum.

R. Evans.

Presidential Roll

1945 - 1949	***J. C. M. Rolland**
1949 - 1950	**M. H. W. Clark**
1950 - 1951	**F. F. Smith**
1951 - 1952	**J. D. McLean**
1952 - 1953	**J. L. Buckland**
1953 - 1954	**T. W. McCaw**
1954 - 1955	**R. B. McMillan**
1955 - 1956	**G. Bakewell**
1956 - 1957	**C. D. Gavan-Duffy**
1957 - 1958	**R. T. Sloggett**
1958 - 1959	**C. L. Craig**
1959 - 1960	**M. C. G. Schrader**
1960 - 1961	**A. C. Hill**
1961 - 1962	**M. C. G. Schrader**
1962 - 1963	**I. S. Sloggett**
1963 - 1964	**C. L. Craig**
1964 - 1966	**C. Einsiedel**
1966 - 1968	**E. Quinlan**
1968 - 1970	**D. G. Potts**
1970 - 1972	**J. C. Brough**
1972	**W. C. Rapley**

***Note:** Foundation President of the Victorian Division.

Australian Railway Historical Society Victorian Division

ANNUAL REPORT

and FINANCIAL STATEMENT 1975-76

D[illegible]ng the National Conference held last January Victorian Division Patron and Chairman of the VR Board Mr. A. G. Gibbs is presented with a copy of the Society produced book "Victorian Steam" by ARHS National Secretary Malcolm Thompson. Victorian President Bill Rapley assists in the presentation.

All photos by Gary McDonald

Through shattered double windows (sliding door and compartment panes) Vintage Train Project Officer, Don Potts (there's another pair of broken windows above his head) surveys an all too familiar sight of widespread interior vandalism including slashed upholstery in 19BV. $1500 had been spent on exterior restoration on 19BV before progressive vandalism commenced in August 1975 and was still being allowed to continue in early June 1976. Estimated cost of replacing 81 smashed windows in just this one carriage exceeds $1000. Why was this allowed to happen?

a year of good . . . and bad

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION

Patron: Mr. A. G. Gibbs, OA

Life Member: J. Y. Harvey

OFFICE BEARERS 1975-1976

President: Mr. W. C. Rapley

Vice-Presidents: E. J. Hogan, D. Potts

Secretary: R. G. Bramley

Treasurer: G. McDonald

Councillors: C. Kayler-Thomson, M. Coxhead, S. Moore, J. Barnes, J. Dare, E. Pretty

Asst. Secretary: R. G. Hessey

Asst. Treasurer: R. Jowett

Minute Secretary: V. Findlay* /R. G. Hessey*

Museum Committee:
Chairman: R. Evans* /E. Quinlan*
Secretary: C. Kayler-Thomson
Minute Secretary: R. Bruce* /M. Swaby*
Works Supervisor: R. Bruce* /G. Precious*
Committee Members: K. Clark, T. Clark, N. Pearson, M. Coxhead
Council Rep: M. Coxhead
Rostering Officer (Weekday): R. G. Bramley
Rostering Officer (Weekend): N. Burrows* /K. Lewis*

Tours Committee:
Convener: D. Potts
Secretary: J. Barnes
Council Rep: S. Moore
Committee Members: J. Dare* , B. Payne

"Newsrail"
News & Articles Editor: R. B. Smith
Layout & Production, Council Rep: J. Dare
Pictorial Editors: J. Dare, R. Jowett
Advertising: R. Jowett
Late News: R. Weiss

Publications:
Convener: R. Carlisle
Council Rep: E. Pretty
Member: R. K. Whitehead

Sales:
Marketing Manager & Council Rep: E. Pretty
Sales Team: P. Barry, C. Kayler-Thomson, D. Baker* , B. Herbert, V. Findlay, E. Hogan, L. Rickard, I. Isaacs*

Library:
Council Rep: E. Hogan
Librarian: A. Maggs
Asst. Librarian: H. Head

Mailing Officer: N. Johnstone

Mailing Co-ordinator: D. Potts
Assistant: E. Hogan

Archives:
Council Rep: G. McDonald
Archivist: R. K. Whitehead
Photo Archivist: R. Bruce*

Rolling Stock Committee:
Convener & Council Rep: D. Potts
Chairman: T. Clark
Members: J. Barnes, P. Donald
Museum Liaison: K. Clark

Entertainments:
Council Rep: S. Moore/C. Kayler-Thomson
Convener: P. Carroll
Members: J. Blennerhasset

Exhibitions:
Council Rep: D. Potts
Display Officer: V. Findlay

Membership:
Council Rep: R. G. Bramley
Membership Officers: J. Shaw* , L. Shaw* /R. G. Hessey

Research: R. K. Whitehead

Public Relations: D. Potts

Steam Preservation Delegates (SPCC)
W. C. Rapley, D. Potts, J. Barnes

Curator of Rented Premises: E. J. Hogan

Film Group:
Administrative Officer: Roger Seccombe
Archivist: John Ellams
Public Relations Officer: Bill Ellams
Programmer: Doug Kidd
Progamme Advisor: David Milk
Council Representative: Max Coxhead

Geelong Steam Preservation Society:
Representative: J. Barnes

Honorary Legal Officer: S. McCarthy

Members News Letter:
Council Rep: R. G. Bramley
Editor: R. G. Hessey

Accountant: R. Paroissien

Annual Report Committee:
R. G. Bramley, G. McDonald

Sound Recordings:
Council Rep: C. Kayler-Thomson
Consultant: C. Craig.

Slide Competitions:
Council Rep: S. Moore
Members: V. Findlay, A. Straffen, S. Martin

Finance Committee:
Council Rep. & Convener: G. McDonald.
Members: R. G. Bramley, R. Paroissien, J. Wilkie, R. Jowett, E. Pretty, P. Barry.

* Part year only

President's Report

In the pages which follow, you will read of the successes and the frustrations which were ours during the past year.

Some will say "what is new?"

Unfortunately the successes have been less spectacular than usual and the frustrations much greater.

The reports from Committees speak for themselves; however, there are some items which are due for special comment.

Last year's report included the following —

"During the year, we have been endeavouring to arrange a national conference of ARHS Divisions in order that we can benefit from each other's successes and, more importantly, so that we can have a unified approach and speak with greater authority to governments and others to our mutual advantage."

It was one of my targets for the year to have the first National Conference take place. Not only did representatives from each Division of the Society assemble for the conference but we had the honour of being hosts. The teamwork of each and every member of Council had to be seen to be believed. One of the visiting delegates, when making his closing remarks, said "I feel for the next host Division — having to arrange a conference with the degree of success achieved by the Victorian Division".

For the last two years, our financial statement has shown a surplus of expenditure over income; however, due to a lot of hard work by a small number of helpers, the Sales Department has been revitalised and has earned sufficient profit to allow the sum of $3500 to be spent on Archives for the second year in a row and $1000 placed in reserve for steam preservation and still have a surplus for the year.

We are still no nearer to obtaining a new location for the Museum despite the obtaining of funds from the Australian Government to allow the employment of Management Consultants in an endeavour to pin-point a successful location and partners. Just what our next stop will be is still to be decided.

Despite the largest amount ever being spent on the exhibits at the Museum, many of them are in danger of extinction unless members are prepared to become involved in assisting, even for a few hours, to arrest the rust, etc. which has taken over. It is a sorry state when most of the work being done at the Museum is being handled by volunteers who are non-members. In the past, the Museum has been required to be self-supporting and monies spent on engines, etc. comes from Museum revenue. This cannot continue — ways must be found to channel more funds to the work of preserving the units or we won't have them.

Included in the last report was "Council must consider whether the Society should continue its present approach or adopt a positive aggressive attitude to secure our heritage as concerns the railway scene before it is too late". The Tours Committee report indicates the Society's new attitude.

Next year must see our attitude harden even further with members individually becoming involved in protecting our railway heritage to the fullest.

The new year will see up to five new members of Council and it is to be hoped that the new Councillors will be as dedicated to the success of the Society as a whole as had been obvious in the year just concluded. Unfortunately, Don Potts has found it necessary, for health reasons, to retire from Council. Don has been a part of Council for so long, including two years as President, that he will be sadly missed. I personally must say "thanks Don for all your ready help during the past four years". Don has kindly offered to continue with the remainder of his work for the Society.

Rowley Evans, who was Chairman of the Museum Committee for four years, had to discontinue his efforts in this capacity. Thanks Rowley for a job well done — thanks also that you are able to contine on the gate at the Museum.

Peter Carroll was not returned to Council last year. Thanks Peter for your work on Council. We hope to see you back on Council soon. In the meantime, Peter is continuing to handle the arrangements for our Entertainment meetings.

To every member who contributed to the Soceity's year either as Councillor, Committee member or helper, a big thank you from the members who have benefited from your labours.

I would be remiss if I did not record my thanks to Council for a year which was so free of trauma and yet achieved so much. This comment is not made because it is expected of me but because it is justly earned.

W. Rapley
President

PRESIDENTIAL ROLL

1945-49	*J. C. M. Rolland	1959-60	M. C. G. Schrader
1949-50	M. H. W. Clark	1960-61	A. C. Hill
1950-51	F. F. Smith	1961-62	M. C. G. Schrader
1951-52	J. D. McLean	1962-63	I. S. Sloggett
1952-53	J. L. Buckland	1963-64	C. L. Craig
1953-54	T. W. McCaw	1964-66	C. Einsiedel
1954-55	R. B. McMillan	1966-68	E. Quinlan
1955-56	G. Bakewell	1968-70	D. G. Potts
1956-57	C. D. Gavan-Duffy	1970-72	J. C. Brough
1957-58	R. T. Sloggett	1972-	W. C. Rapley
1958-59	C. L. Craig		

*Note: Foundation President of the Victorian Division

Secretary's Report

The 1975/6 year has been one of hurried learning for a new secretary. I have learnt, over the year, that the activities of the Society are many and varied and also the amount of work that goes on behind the scenes is vast. It is not until one gets into a position such as mine that one begins to realise just how much work is required to keep a Society, such as ours, going. The amount of voluntary effort and time that is put in each week by a few people would break the Society if it had to be paid for at the normal commercial rates.

Council: During the year Council met some twenty five times averaging out at five hours per meeting. At these meetings the general running of the Society is brought together as a whole and the progress assessed, each section being related to the aims of the Society.

Membership: Membership details as at 30th April are:

	1974/5	1975/6
Members	938	977
New Members	105	
Bulletin Subscriptions	713	715
Newsrail Subscriptions	1349	1363

As can be seen by the figures above the Society membership has shown an increase over last year. Council is hopeful that the membership of the Society will advance to 1000 during the current Financial year. During the course of the year Mr. & Mrs. Shaw found that they were unable to continue as membership officers. Mr. R. Hessey volunteered to take on the job.

National Conference: Over the Australia Day weekend in January representatives of all seven divisions and the National Secretary gathered in Melbourne for the first National Conference since the early 1960's. To call the conference a success would be an understatement. The spirit of co-operation that now exists between the various divisions will, I hope, lead to a more unified approach to Governments on Railway Historical matters.

Patron: During the year Council decided to invite Mr. A. G. Gibbs to be patron of the Victorian Division. It is with great pleasure that I am able to report that Mr. Gibbs accepted our offer.

Before closing I would like to place on record my sincere thanks to the Councillors and Officers of the Society without whose help I could not have got through the year. I would also like to extend my thanks to my Assistant Secretary (Mr. R. G. Hessey) for invaluable help during the year.

R. G. Bramley
Secretary

Treasurer's Report

The financial year 1975-76 was, through the efforts of our voluntary workers, much improved financially over the previous year. A net profit of $3762 being recorded.

Except for the Museum all income areas showed a profit.

With a turnover of $27,418 and a net profit of $9,144 the Sales Department is mainly responsible for the Society being able to overcome what was a severe liquidity problem.

Against adverse conditions the Tours Committee once again showed a healthy profit.

Recovering from a substantial loss last year the Newsrail Committee was able to show an operating profit of $335 after allowing for stock on hand.

Direct services to members was kept down to $959 actually $22 less than last year.

Administration costs rose to $8,191 and is expected, due to inflation, to rise substantially over the year now in progress.

Although financial restrictions were imposed early in the year large expenditure still occurred and it must be understood by all Committees that the Society must work to a strictly upheld budget system.

During the year the Finance Committee was formed to investigate all matters of Society finance and made recommendations to the Council. Already the Committee has assisted Council with many important decisions.

During the 1976-77 year financial restrictions will most certainly continue if we are to overcome the liquidity problem which still exists even though a healthy profit was recorded for the 1975-76 year. If the Society is to continue to prosper and grow all Committees must accept the restrictions in good faith and remember that the Finance Committee and Council take what measures will most benefit the Society as a whole

G. G. McDonald
Hon. Treasurer

Archives and Research

The financial stringencies imposed during the year resulted in quite a lot of archival work being curtailed, particulary in the field of acquisition of photographic copies and photographic prints, and of taking photos of present day railway operations.

Further donations of items to the Archives collection has resulted in overtaxing of available space. Steps have been initiated to obtain additional space at Windsor.

A selection of books of interest were borrowed for photo-copying and this aspect will be continued, with particular emphasis on weekly notices and timetables to help fill gaps in our collection.

Further sets of weekly notices were indexed and the ticket collection was catalogued and continues to expand.

A start has been made on arranging to have some of magazines bound.

The mammoth task of checking the large collection of negatives from the L. Poole collection was pushed another stage forward. Proof prints have now been obtained from almost 2600 negatives comprising this collection. These are now in the process of being numbered, identified and catalogued. Several members assisted with the task of obtaining proof prints, but the main task of organising, identifying and numbering has been ably carried out by member Ian Barkla, to whom the Society owes a great debt of gratitude.

Identification and cataloging of negatives and prints from the collection of the late Guy Bakewell was also commenced. A large collection of valuable photos of the late Stan Wills was donated to the Society.

A complete re-organisation of the Society's photo print collection, comprising over 5,000 prints, has been started. Planned accession lists as well as a cross indexed file will be of great benefit to those engaged in research.

Attendance at Windsor for the regular weeknight openings has continued to be encouraging.

During the year regular openings of the Archives rooms at Windsor on one Sunday per month was introduced for the benefit of members or others interested in research.

During the year a gathering of people interested in research was held, attended by over 25 members including country representation. This informal gathering successfully provided the opportunity for those active in research to exchange notes and ideas.

Active research work was continued on a number of subjects, by members resulting in major contributions of historical information being made available to kindred bodies, "back to" or centenary committees for local publications, including the Henty, Thorpdale and Katamatite areas.

Other members continued active research on the Daylesford, Beechworth, Deniliquin and Outer Circle lines, but many other lines await the attention of interested members.

Liaison was continued for a small band of members preparing articles for the Society Bulletin, however, this important field is in need of expansion.

It was most disturbing to find, during the year, that a quantity of important documents, plans and diagrams, donated to the Society over the years, had not been lodged in the care of the Society Archives Officer, but have remained in hands of members or groups. In one notable instance this resulted in a great deal of needless searching for a particular plan required for a publication. This plan has still not been lodged in the safe keeping of the Archives Officer for proper preservation.

This instance is quite contrary to all the accepted and recognised concepts of Archival preservation and is entirely unacceptable for any Historical Society worthy of the name.

It is sincerely hoped this deplorable situation will be speedily rectified.

R. K. Whitehead
Research and Archivist Officer

Steam Preservation

Live-steam preservation in Victoria was originated in 1964 when the then Deputy Chairman of Victorian Railways Commissioners, Mr. G. F. Brown agreed to a request from the Society to retain D^3 639 in running condition after withdrawal from regular service in October of that year. The D^3 Committee was set up to provide, as Mr. Brown suggested, the spit-n-polish for 639. To handle expanding activities, including all aspects pertaining to retention of various locomotives, the Steam Preservation Co-ordinating Committee was formed in December 1965 with representatives from the Australian Railway Historical Society Victorian Division, Association of Railway Enthusiasts and Australian Railway Exploration Association. The AREA which ceased to run steam tours withdrew on 30 June 1974.

The SPCC comprises of three delegates each from the ARHS and ARE. ARHS delegates during the year were the President, Bill Rapley (ex officio), John Barnes and Don Potts.

With the necessity for an authoratitive approach to Government and other authorities,

and perhaps a large scale appeal on behalf of all concerned with continued steam operation in Victoria, it has been obvious that the work hitherto carried out in this field and in the promtation of the Vintage Train should devolve upon a specially set up corporate organisation on which the ARHS, together with the ARE would continue to be represented. During the year much energy has been devoted towards drawing up and finalising policies acceptable to all concerned to enable incorporation of Steamrail Victoria to become a reality.

The ARHS has been criticised for its hesitency to give blanket approval to all facets of the proposed new constitution. The Society has not intentionally delayed incorporation of the SPCC. However, there has been a natural instinct to endeavour to safeguard important Society activities such as the Museum and Archives which have been built up over many years of dedicated planning and work by members. Council has stressed the need for these matters of policy to be given careful consideration. On the other hand, it is generally felt that Steamrail Victoria will be far to busily occupied keeping steam running let alone actively branching out into the competitive fields of static museums, archives, etc. It must be remembered that, legally, there is nothing to prevent any other society or persons taking over live-steam preservation without ARHS participation. Council acknowledges that the majority of members are anxious for live-steam operations to continue as long as possible and the importance of ARHS involvement. Evidence of this Society's support for live-steam retention has been the establishment of a Steam Preservation Fund with an initial contribution of $1000.

After a decade of retained live-steam in this State, the passage of time, coupled with inflation have produced accumulated problems beyond the scope of the unincorporated SPCC, which in fact is more or less just a sub-committee of the ARHS and ARE. As 1976 dawned, Victorian live-steam reached the cross-roads. It's future is dependent upon greater determination and support by all societies and persons whose creed, in part, for steam locomotives includes: "No other machine, somehow, is so human, so gentle and yet, when unleashed, is capable of such noble power and strength — nothing quite so graceful in action, nothing quite so romantic".

(Note: The SPCC issues its own separate reports regarding actual details of live-steam preservation).

Monthly Slide Competition

During the period May 75 to April 76, a total of 11 competitions was held; with 22 competitors participating, and a total of 264 slides being entered. The average number of entries per month was 12 slides; the lowest number of entries was for June 75 with 6 competitors entering 18 slides, subject "Suburban Train". The highest number of entries was for November 75 with 12 competitors entering 31 slides, subject, "Down by the Station".

The average number of entries from each competitor was 12 slides. The Winner of the 1975 Competition was Arthur Straffen with the highest aggregate of 36 points.

C. D. Gavan-Duffy Colour Transparency Competition. The 1975 competition was judged by the Victorian Division. First Prize was won by Mike Schrader of this Division, with an entry titled, "Up Fast from Elliott River near Bundaberg" (Millaquin Mill), Mike also won the Second and Third Prizes.

C. C. Singleton Black and White Photographic Competition. The competition was judged by the W.A. Division, seven photos were entered by the Victorian Division, and the First Prize was won by Arthur Straffen with a photo titled "Engine Change at Bendigo".

V. M. Findlay

Sales Department

An extremely busy year by our energetic Sales Team has the very satisfying result of record turnover and profit to the Society.

Our own publications, particularly *Victorian Steam* with its very successful pre-publication offer so capably handled by co-author Robert Carlisle, contributed largely to the year's results. Other publications during the year were *Australia's Garratt* a co-operative venture with Geelong Steam Preservation Society and a line side guide and history of the Millewa line in Northern Victoria.

The Sales Centre in Flinders Street has proved inadequate to carry our larger stock and still enable reasonable comfort for our members so more space was sought and discovered in the sharing of a large room on the first floor with the Vintage Train.

We have also been able to satisfy our desire to see all our stock under one roof as we recently shifted bulk stocks stored at Box Hill for many years. Our grateful thanks go to Fred Knuckey for allowing us to use his premises over these past years.

Our Sales Table at Meeting Nights is continuing to break records and has undergone some

changes during the year. After many years Don B[illegible] had to relinquish his position, we were sorry to lose Don's willing assistance but understand his increasing problems of regular attendance. Peter Barry took over supervision of this very busy task and with Lionel Rickard and latterly Ian Isaacs have coped excellently with the increased demand. The proximity of our Sales Centre tto the Theatrette has allowed us more flexibility of stocking the table with interesting and varied items each month.

Our Sound Recording section is now in the capable hand of Chris Kayler-Thomson and a re-issue of Steam on the 5' 3" has been an outstanding success, more will follow in this department as Chris has many ideas.

Film Sales were discontinued temporarily until a suitable supplier is organised to best supply films that our members most often request; negotiations are continuing and we are hopeful of an early resumption.

Sales on tours have continued where practicable but not always successfully this year as the lack of a "popular" tour has limited our opportunities.

Peter Barry as Mailing Officer has actively encouraged Mail Sales by issuing periodical lists with Monthly Mail Outs to Members and mailing list subscribers with excellent results, and wholesale sales continue at a high level.

Two special appeals during the year drew excellent support from members especially Suburban distribution of *Victorian Steam,* saving a large amount of postage and shifting of stock from Box Hill was completed efficiently at no cost to the Society. Will members who assisted on these occasions please accept our grateful thanks.

My personal thanks to all who have assisted in Sales over the year, particularly Eldon Hogan and Peter Barry who seem always to be on the job involved with one task or another.

Eric Pretty

Publications

The 1975-76 financial year has seen the successful launching of two major publications, *Victorian Steam* and *Australia's Garratt.*

In both cases careful market research and firm control during production resulted in costs being contained within the budget. In addition, a concentrated sales campaign was conducted throughout Australia resulting in the Society fully recouping its outlay of over $11,500 on both projects with the 75/76 financial year.

Special thanks must also be given to all those members who gave freely of their time to assist in the mail out of over 1000 prepublication subscriptions for *Victorian Steam.* Through the volunteer enthusiasm of all concerned the Society saved over $400 in reduced mail expenses.

Once again this demonstrates that the success of Society publication over the year is due in no small way to the co-operation and time given freely by many members and friends of the Society ranging from the lending of photos to proof checking, layout work and the organisation of pre-publication offers to railway enthusiastics throughout Australia.

The Millewa North Lineside guide was published and has enjoyed favourable sales, particularly in the Mildura District, due to the spirited salesmanship of author Bruce McLean.

It is also hoped to have lineside guide ready for the centenary celebration of the opening of the Deniliquin and Moama Railway in July 1976. A considerable amount of research has already been made by Society members and numberous photos of great historical value together with documents relating to the operation of the D & M R Co., have been made available to the Society for publication.

Projects in preliminary stages of preparation include a definitive book on the R class, a new upgraded steam Power Parade and a Diesel pictorial-power parade. In addition, it is proposed to produce a series of pictorial books on the 'Garratt Locomotive in Australia' and 'Narrow Gauge in Australia'.

A sub-committee has been formed to produce a small pictorial booklet titled 'Preserved Engines in Steam'. The booklet is designed to cater primarily for the needs of the ARHS museum as well as the Geelong Steam Preservation Society and the Puffing Billy Preservation Society Museum. Publication is expected early in the new financial year.

During the past year the Society has been subjected to considerable pressure to cast aside the accepted principle of the voluntary role of the member in the society in favour of the proposition that authors be paid, in addition to out-of-pocket expenses properly incurred, a fee or remuneration for preparing a manuscript.

Members will be interested to know that this problem has already been experienced by other Divisions of the ARHS and that during the ARHS national convention in Melbourne earlier this year the delegates unanimously agreed in discussion that such a proposal is quite contrary to the spirit of unity and volunteer enthusiasm which has so faithfully served our Society for three decades.

Robert Carlisle
Publication Manager

Newsrail

During 1975-76, *Newsrail* recorded news items of VR and other railways in Victoria, current Activities of ARHS Victorian Division, and historical facts of current interest.

Twelve issues were published, containing 288 pages, 24 feature articles, about 240 photographs (including 2 colour covers and 5 double-page centre spreads) and about 20 diagrams, using about 25 000 lines of text (230 000 - 250 000 words) from 200 contributors. At April 1976, the number of subscriptions was 1363.

By April 1975, the program to ensure consistency of written style and typesetting was well advanced. During 1975-76, attention turned to ensuring consistency of subject treatment. This was necessitated by the increase in the number of contributions (the number of contributors about doubled) and the increasing buildup of unused material which could not be accommodated efficiently by the previous ad hoc approach. The effort to overcome this accumulation was hampered by the increased space devoted to advertising, a Council limitation on the amount of typesetting, and the financial inability to expand beyond 24 pages. Despite this, by April 1976 substantial progress had been made on reducing the delays without unduly sacrificing the publication of historical articles. The reduction in the number of feature articles arose through publishing material mainly under regular classified headings instead of lifting items and giving them feature headings.

Fewer photographs were published, partly because of space devoted to advertising and text, and partly because of the use of larger photographs. Colour covers were deleted as a budgetary measure.

Advertising continued to provide substantial revenue, and enabled the losses of the previous two years to be turned to a profit. However, this was to the detriment of content.

The only offprint attempted was an extra printing of the article 'Victorian passenger trains 1854-1975' for sale at a proposed VR exhibition which did not eventuate.

No subscription drives were undertaken, as all suitable areas had been canvassed recently.

A reader survey was mailed during November 1975, and about 150 replies were received. Council was still analysing these at the close of the financial year.

Roderick B. Smith
News & Articles Editor

Film Group

The Film Group Committee are pleased to report a real upswing in activity, brought about by an increased and active Committee.

SCREENINGS:

With the increased manpower on Committee, the Group has been able to reorganise its screening programme for 1976. The original bi-monthly programme of film nights which prevailed up until about 1969 had been curtailed due to reduced manpower and problems of organising, programming and presenting regular screenings. Now, in its twelfth year, the Group is re-starting bi-monthly screenings, initially with three syllabus item screenings at the National Mutual Theatrette and three at the Victorian Amateur Cine Society Theatrette.

The aim of these additional screenings is to present longer programmes, including features.

The first of these for 1976 was a special South Africa tour night.

During the Federal Conference of the Society, the Film Group presented a special screening to delegates, on the subject of the importance of railway motion picture archives. The programme included a representative selection of films, old and new, from the Archives.

Programming during the past year has continued to place emphasis on the importance of archive and historical film, in line with the image of an historical society.

Highlights of the programmes presented included the premiere of the Film Group's latest release: *Twenty Five Years in Steam*, which has now been added to the Sales List of Film Group productions available for sale on 8 and 16 mm.

Mention of film highlights would not be complete without reference to the magnificent tribute to the 38 Class loco: *A Steam Train Passes*; or one of the most spectacular recent PR films for railways: Burlington Northern's *Portrait of a Railroad.* And, if any member thought films about diesels couldn't be exciting this film could change their mind. Another timely item was the feature tour of Britain: *Mini Tour of Britain* which included the Grand Steam Cavalcade celebrating the 150th Anniversary of the first public railway.

After extensive planning for a special Annual Film Night in 1975, to include Puffing Billy and a barbecue, regrettable lack of patronage forced cancellation of these plans and only a film programme was held at the Cameo Theatre, featuring an imaginative short on steam in Tasmania: *A Cinder in Your Eye,* and the feature: *Red Sun.* The whole dilemma of declining patronage for many Society activities has meant that the future of the Annual Film Night in its present form has had to be re-thought. Plans are under way to ascertain the viability of continuing this annual free Christmas screening.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

1. In our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the society's affairs at 30th April, 1976 and of the surplus for the year ended on that date.
2. As required by the Companies Act 1961 we report as follows:

   In our opinion

   (a) the attached accounts are properly drawn up:

      (i) so as to give a true and fair view of the matters required by Section 162 to be dealt with in the accounts; and

      (ii) in accordance with provisions of that Act.

   (b) the accounting records and other records, and the registers, required by that Act to be kept by the society have been properly kept in accordance with the provisions of that Act.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 24th June, 1976

By Its Partner,
K. F. PROCTOR

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1976
ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1976 and in accordance with Section 162A of the Companies Act 1961 report as follows:

(a) Directors in office as at the date of this report are

Mr. W. C. Rapley
Mr. E. J. Hogan
Mr. D. G. Potts
Mr. R. G. Bramley
Mr. G. G. McDonald
Mr. J. M. Barnes
Mr. M. Coxhead
Mr. J. Dare
Mr. C. Kayler-Thomson
Mr. S. Moore
Mr. E. Pretty

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $3762.

(d) There were no significant amounts transferred to or from reserves or provisions during the financial year.

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets (other than those mentioned in paragraph [g]) were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they due.

(m) At the date of this report the Directors are not aware of any circumstance not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

AUSTRALIAN RAILWAY HISTORIC SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1976
ANNUAL REPORT OF THE DIRECTORS (Cont'd.)

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

W. C. RAPLEY, Director

E. J. HOGAN, Director

Dated at Melbourne this 24th day of June, 1976.

STATEMENT BY DIRECTORS

We, William Campbell Rapley and Eldon John Hogan, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1976 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1976.

Dated at Melbourne this 24th day of June, 1976.

W. C. RAPLEY, Director

E. J. HOGAN, Director

STATEMENT PURSUANT TO SECTION 162 (12) OF THE COMPANIES ACT 1961

I, Gary George McDonald, being the person in charge of the preparation of the Company's accounts, hereby state that to the best of my knowledge and belief the accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Melbourne this 24th day of June, 1976.

G. G. McDONALD

BALANCE SHEET AS AT 30th APRIL, 1976

1975				1976
	SOCIETY FUNDS			
$19175	Accumulated Fund (Statement Attached)			$21937
4975	Museum Preservation Fund (Statement Attached)			21852
18905	Museum Reserve Fund (Statement Attached)			-
527	Carriage Preservation Fund (Statement Attached)			485
-	Steam Preservation Fund (Statement Attached)			1000
(187) (Dr)	Yarra Car Fund (Statement Attached)		Debit	(485)
$43395				$44789
	THESE FUNDS ARE PRESENTED BY -			
	Current Assets			
274	Cash on Hand	-		
1624	Commercial Bank of Australia Ltd.	5898		
-	Commercial Savings Bank of Australia Ltd.	13939		
15424	Commonwealth Savings Bank of Australia	2699		
849	State Savings Bank of Victoria	-		
61	Bank of New Zealand	79		
3282	Debtors: Trade 2740			
1523	Other & Prepayments 698	3438		
110	Tour Expenditure Paid In Advance	359		
100	Deposits	100		
17563	Stock on Hand (at lower of cost or net realizable value)	23936		
$40810				50448
	Less Current Liabilities			
2668	Subscriptions in Advance: Members	720		
2403	"Bulletin"	666		
3260	"Newsrail"	1403		
70	Library Fees in Advance	25		
15013	Creditors: Trade	13055		
-	Tour Receipts in Advance	4558		
23414				20427
$17396				$30021
	Plus Non Current Assets			
	Deferred Assets			
1000	Loans to: Geelong Steam Preservation Society	1000		
800	Ballarat Tramway Preservation Society Ltd.	600		
$ 1800			1600	
	Investments			
1000	Commonwealth Special Bonds (at cost)	10000		
3100	State Savings Bank of Victoria: Deposit Stock	-		
	Museum Reserve Fund:			
9000	Commonwealth Special Bonds (at cost)	-		
742	Commonwealth Savings Bank of Australia	-		
	State Savings Bank of Victoria:			
563	Current Account	-		
8600	Deposit Stock	-		
$23005			10000	
	Fixed Assets			
	Library, Furniture & Equipment			
1609	At Council Valuation 17th July, 1967	1495		
1039	At Cost	1630		
591	Plus Additions (at cost)	2238		
3239		5363		
(114)	Less Sales (at Council Valuation 17th July, 1967)	-		
3125		5363		
(1931)	Less Provision for Depreciation	2195		
$ 1194			3168	
	Intangible Assets			
2180	Renovations to "Yarra Car" (at cost)	2180		
2180	Less Provision for Depreciation	2180		
-			-	
25999				14768
$43395				$44789

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

SUPPLEMENTARY STATEMENTS

1975				1976
	ACCUMULATED FUND			
$20989	Balance as at 30th April, 1975			$19175
-	Plus Surplus for Year			3762
20989				22937
1814	Less Deficit for Year			-
-	Transfer to Steam Preservation Fund			1000
$19175	Balance as at 30th April, 1976			$21937
	MUSEUM PRESERVATION FUND			
4055	Balance as at 30th April, 1975			4975
2920	Plus Surplus for Year			-
-	Transfer from Museum Reserve Fund			18905
6975				23880
-	Less Deficit for Year			2028
2000	Transfer to Museum Reserve Fund			-
$ 4975	Balance as at 30th April, 1976			$21852
	MUSEUM RESERVE FUND			
15827	Balance as at 30th April, 1975			18905
552	Plus Interest Received: Commonwealth Special Bonds			-
38	Commonwealth Savings Bank of Australia			-
488	State Savings Bank of Victoria			-
2000	Transfer from Museum Preservation Fund			-
-	Less Transfer to Museum Preservation Fund			18905
$18905	Balance as at 30th April, 1976			Nil
	CARRIAGE PRESERVATION FUND			
527	Balance as at 30th April, 1975			527
-	Less Restoration Expenses			42
$ 527	Balance as at 30th April, 1976			$ 485
	STEAM PRESERVATION FUND			
-	Transfer from Accumulated Fund			1000
-	Balance as at 30th April, 1976			$1000
	"YARRA CAR" FUND			
272 (Dr)	Balance as at 30th April, 1975		Debit	187
-	Add Expenses: Insurance			-
-	V.R. Maintenance			480
272				667
85	Less Income: Hire of "Yarra Car"	140		
-	Special Effort	42		182
$ 187 (Dr)	Balance as at 30th April, 1976		Debit	$ 485

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1976

1975					1976
	INCOME				
$ 1892	Surplus from Sales Department (See Note 1)				9144
(1255)	(Deficit) Surplus on "Newsrail" (See Note 2)				1388
407	Surplus on "Bulletin" (See Note 3)				383
4695	Surplus from Tours (See attached statement)				1585
2703	Membership Subscriptions				4215
103	Enrolment Fees				198
1060	Interest Received				677
7	Donations - General				105
112	Display Carriage				-
77	Library Fees				116
25	Profit on Sale of Movie Projector				-
184	Auction Night				156
$10010					$17967
	LESS EXPENDITURE				
	Direct Service to Members				
836	Meeting Room Rental	676			
(29)	Less Door Fees	14	662		
-	Other Meeting Expenses		30		
13	Library		30		
18	Depreciation of Library Books		18		
37	Slide Competition		54		
106	Annual Film Night		165		
$ 981				959	
	Administrative				
2117	Postage & Telephone		1898		
440	Distribution & Mailing		480		
1703	Printing & Duplicating		1822		
720	Stationery		1275		
-	Insurance		335		
200	Audit Fee		500		
720	Accountancy Fees		1240		
16	Federal Secretary's Expenses		-		
107	Depreciation on Furniture & Equipment		123		
242	Other Expenses		518		
$ 6265				8191	
	Group Expenses				
350	Film Group	447			
21	Depreciation of Equipment	20	467		
347	Research Group	-			
3178	Archives	3506	3506		
46	Recording Group		54		
$ 3942				4027	
	Other Expenses				
25	Windsor Station Room Expenses		10		
(9)	Publicity & Exhibitions		248		
80	Display Carriage Expenses		190		
57	North East Centenary Celebrations		-		
454	Ararat Centenary Celebrations		-		
10	Vintage Train Donation		-		
19	Maryborough Centenary Celebrations		-		
-	Federal Conference		580		
636				1028	
$11824					14205
($1814)	(Deficit) Surplus for Year				$3762

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

MUSEUM INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1976

1975				1976
	INCOME			
$ 7219	Gate Donations, Booklet Sales & Sundry Sales			$6200
(1095)	Less Cost of Booklets etc. Sold			-
385	Film Sales			-
(536)	Less Cost of Films Sold			-
-	Surplus on Sales of Books etc. (See Note 4)			380
315	Interest Received			1882
$ 6288				$8462
	LESS EXPENDITURE			
	Current Operations			
406	Security Patrol		472	
225	Electricity		301	
35	Rates & Rent		35	
178	Administration		84	
-	Insurance		98	
411	Tickets, Printing & Advertising		517	
866	Paint		865	
964	Other Materials		1363	
82	Other Expenses		-	
41	Depreciation of Equipment		73	
$ 3208			3808	
	Major Works			
160	Electrical Installation	-		
-	Moving of Exhibits	3432		
-	Carriages	250		
-	Locomotive Cleating	3000		
160			6682	
3368				10490
$ 2920	Surplus (Deficit) for Year Transferred to Museum Preservation Fund			($ 2028)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

TOURS INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1976

	Nett Revenue	Transportation Railway	Transportation Other	Refresh	Steam Tax	Refuelling	Other Direct Costs	Surplus or (Deficit)
Bandianna	2075	1495		246			240	94
Numurkah	3598	1946		385	331	45	147	744
Pakenham	143	52		75			10	6
Cohuna & Echuca	3940	2250	234	440	146	35	184	651
Nyora	2235	1412		200	316		192	115
Euroa	846	348	76	231			130	61
European Re-Union	133			111			3	19
Robinvale	5098	2912	96	1537	79	90	226	158
Belgrave							8	(8)
Metropolitan	464	382					94	(12)
Melbourne Tram	341		160				94	87
Wonthaggi	621	606					111	(96)
	$19494	$11403	$566	$3225	$872	$170	$1439	$1819
Less General Expenses								234
Net Tour Surplus for Year								$1585

NOTES TO AND FORMING PART OF THE ACCOUNTS

1975				1976
	(1)	Surplus from Sales Department		
$10986		Sales		$27418
		Less Cost of Goods Sold		
10647		Stock on Hand 30/4/75	12637	
9722		Purchases	19700	
20369			32337	
12535		Less Stock on Hand 30/4/76	17956	
7834				14381
$ 3152		Gross Profit		13037
		Less Expenses		
340		City Centre Rental	795	
		(Postage & Telephone	1746	
		(Electricity	29	
		(Cartage	48	
920		(Wrappings	345	
		(Advertising	763	
		(Stationery	257	
		(Sundry	(90)	
1260				3893
$ 1892		Net Surplus for Year		$9144
	(2)	Newsrail		
6128		Subscriptions		7593
3377		Sales		4065
1256		Advertising		1835
$10761				$13493
		Less Cost of "Newsrail"		
1478		Stock on Hand 30/4/75	2855	
12028		Cost of Publication	13010	
1216		Cost of D.D. Reprint	-	
102		Other Expenses	118	
32		Repairs to Equipment	-	
15		Depreciation of Equipment	30	
14871			16013	
2855		Less Stock on Hand 30/4/76	3908	
12016				12105
($1255)		Net (Deficit) Surplus for Year		$1388
	(3)	"Bulletin"		
3743		Subscriptions		3885
231		Sales		232
$ 3974				4117
		Less Cost of "Bulletins"		
559		Stock on Hand 30/4/75	509	
3517		Cost of Publication & Freight	3844	
4076			4353	
509		Less Stock on Hand 30/4/76	619	
3567				3734
$ 407		Net Surplus for Year		$ 383
	(4)	Museum Sales of Books etc.		
-		Sales		1585
		Less Cost of Goods Sold		
-		Stock on Hand 30/4/75	1561	
-		Purchases	1097	
			2658	
-		Less Stock on Hand 30/4/76	1453	
				1205
-		Net Surplus for Year		$ 380

ASSISTANCE:

The Film Group welcomes the opportunity to assist outside bodies, especially historical research groups, in supplying film and information and assisting in locating film for special purposes. Particular instances of this were the loan of film to the Victorian Railways for the Sir Harold Clapp birthday celebrations and sale of television rights to the use of archival film in several educational and promotional documentaries. The Group continues to maintain contact, especially with exchanges of film programmes, with groups like the Brisbane Railway Film Society.

PRODUCTION:

With the increased impetus in the Committee, an extensive programme of production is planned for 1976 and will, hopefully, be realised to some extent.

Production plans include film of local rail and tram preservation schemes, the ARHS Museum at North Williamstown, double-headed K's to Alexandra and the long-delayed quadricycle run on the Mirboo North Line.

It's hoped to record several steam trips and steam activity in general, especially keeping in mind the uncertainty of the future of steam in Victoria.

It's hoped that some of this filming will lead to films suitable for adding to the sales list of Film Group productions.

ARCHIVES:

The Archives have continued to grow over the past year, with the acquisition of new 16 mm titles, such as the brilliant Film Australia documentary: *A Steam Train Passes.* Another important milestone was the recovery of the original 35 mm print of *Spirit of Progress* previously thought lost.

PROSPECTS:

At present the Group's prospects look bright but the continuation of its expanded programme as always depends on the continued support of members: support of audiences at screenings; support with loan of members' films; continued activity with sales of Film Group productions.

Roger Seccombe

Entertainment

For the early part of 1975 meetings continued to be held in the BHP Auditorium, but when we approached BHP to renew our lease for 1976, their management informed us that the Auditorium was often required for Company purposes in the evenings and they had decided not to renew our lease. As this was late in the year we were extremely apprehensive about finding other premises at such short notice. However, after many phone calls and enquiries we found that the National Mutual Theatrette was available from February 1976; BHP management were approached again regarding the situation and they agreed to give one months extension — January to avoid us missing out on a meeting night for that month. We are grateful to BHP for helping us out in that situation and for allowing us to lease the Auditorium for the previous 2 years. The last 12 months have shown a marked decrease in member's attendance at meetings, despite the move back to the City to more comfortable surroundings. Such move being designed to attract greater attendances.

The task of finding people suitable to speak at our meetings is never easy, in fact the difficulties which arise when 'sounding out' prospective speakers can be most frustrating. Difficulties arose regarding the Council Representative due to administrative problems early in the year.

Early in 1976 we drew up a tentative program for the rest of the year after alloting nights to the Film Group, then started making preliminary enquiries to the prospective speakers, only to find that everyone on the list was unavailable until at least the later part of 1976 or early 1977. Several ideas for members participation nights were considered and requests for slides were inserted in monthly newsletters, but only one resulted in any action — January.

The sub-committee wishes to express its thanks to Vance Findlay for his support throughout the year, both as a contributor and a speakers.

May 75: Mr. Vance Findlay, N.Z. Railways.

June 75: The Rev. Carr Rowland, Railways and Riverboats.

July: 75: Film Group.

August 75: Annual General Meeting and Auction Night.

September 75: Adjourned A.G.M.: J. C. Brough Testimonial.

October 75: Film Group.

November 75: Mr. I. Hodges, General Manager Victorian Railways.

December 75: Sunday Film Screening at Belgrave.

January 1976: Members Slide Night.

February 76: Neil Tate, Max Coxhead, Ray Bruce, Stockton & Darlington celebrations.

March 76: Film Group.

April 76: Entertainer Mr. Alan Rowe, Sounds of the Railways

National Conference

VR Board Chairman, Mr. A. G. Gibbs offically opened the three day National Conference of the Australian Railway Historical Society held in Melbourne during the Australia Day weekend, 24 - 26 January 1976.

Hosted by the Victorian Division, the successful Conference was attended also by delegates from other Divisions in New South Wales, South Australia, West Australia, Queensland, Tasmania and A.C.T.

In his opening address, Mr. Gibbs said that the Society, which was formed in 1933, had two main functions to perform:

(i) Foster intelligent interest in railways and their history

(ii) Enhance association with the public

Mr. Gibbs pointed out that the VR Board and the ARHS had a co-operative relationship resulting in enthusiastic and willing program to increase public transport awareness. He specially thanked the Victorian Division for joining with the Board in promoting and commemorating centenaries at Wodonga, Maryborough and Ararat and the South Australian Division liaison for Goolwa's 121st railway anniversary.

Finally, Mr. Gibbs remarked: "Some people might say the preservation of things past is a waste of time and some of them are people in the forefront of modern technology. You can't understand the present if you have no knowledge of history; you can't have a feeling of how to plan for the future if you don't know what went on in the past".

On the second day of the Conference, delegates saw at first hand, Railway Preservation at Work in Victoria. Delegates travelled on Puffing Billy and inspected the Narrow Gauge Loco Depot, Steam Museum and Carriage Sh during the morning. After lunch, the group sampled VR Broad Gauge main line running in *Yarra* to Geelong where a visit was made to the Geelong Steam Preservation Society's Belmont Common Railway. The ARHS Railway Museum was the venue for the evening session.

Excerpts from some of the closing speeches on the Monday afternoon included:

Malcolm Thompson (National Secretary) "I hope that this National Conference will be the first of many . . . the ARHS must move as a National body rather than seven separate State entities, or there will be no progress."

John Glastonbury (NSW Secretary) "Conference has achieved a great deal and the ARHS is now feeling its way towards being truly National. Delegates have succeeded getting through all items on the agenda with all items fully discussed . . . there has been a great feeling of unity with no animosity. Overall feeling of warmth, friendship and hospitality. Whole weekend worthwhile and enjoyable, whilst dealing with a great deal of work and problems"

Bill Rapley (Victorian President) "Team involvement apparent in the whole of the ARHS now working as a National body with a totally new image. Pleased that there had been no destructive criticism at the National Conference . . . the Victorian Division and National Secretary are thrilled at the success of the Conference and appreciative of the unanimous praise by delegates."

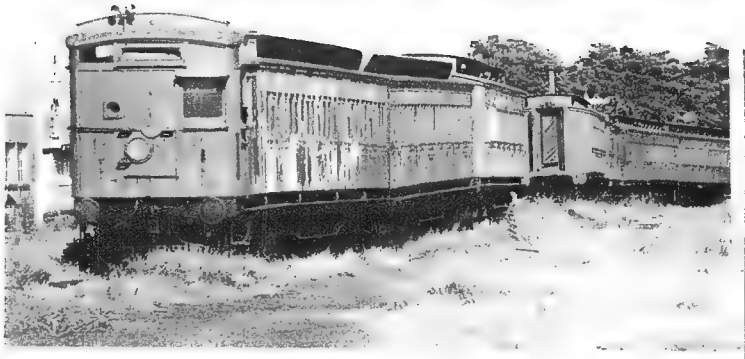
Total membership of the collective Divisions of the Australian Railway Historical Society exceeds 3000.

Rolling Stock Preservation

The Carriage Preservation Committee was originally established in 1967 to recommend and restore significantly historic Broad and Standard Gauge passenger rolling stock for retention in running condition. In view of expanded interest in other types of vehicles, the name was updated in 1974 to encompass broader responsibilities. The executive during the year was Tom Clark (Chairman), Kevin Clark (Museum liaison), Don Potts (Convener and Council Rep.) These three foundation members of the Committee were augmented in 1975 by John Barnes and Peter Donald. The Committee extends sincere thanks to all people who have assisted with restoration during the year.

ARHS PRESERVATION

Yarra Parlor Car was saved from the scrap heap and restored to service by the VR in 1964 at a cost of $1601.50 to the Society. It was repainted and lined by the Society in 1972 for $821. Towards the end of 1973 the Department confused *Yarra* with the *Vintage Train* type of carriages and imposed a 50 m.p.h. speed restriction which greatly reduced utilisation of this historic vehicle. For two years, 1.7.72 - 30.6.74 the Department charged $240 per annum "maintenance" on the carriage although actual repairs during that period were paid for by the Society. When queried about this strange aspect, the Department replied that the annual maintenance charge did not represent the amount which would be spent on *Yarra* for a particular year and declined to waive the account. On 1 July 1974, the VR introduced a revised policy whereby it accepts responsibility for maintenance of carriages. Late in 1975 the



A scene of desolation — a long line of extensively damaged swing-door and Vintage Train carriages dumped at Newport Oil Store sidings, one of the worst vandal prone areas known. "Skid Row", "Siberia", "Hells Sidings", call it what you like — a natural setting for tens of thousands of dollars worth of senseless and needless destruction to historic rolling stock. Why was it allowed to happen?

bogies were overhauled and the car body tightened and repainted at Bendigo North Workshops. The Society sent its grateful appreciation to the local manager and staff for their personal pride and interest which resulted in a job well done. However, despite two years of correspondence to Head Office, the speed restriction has still not been lifted. *Yarra,* now in its 70th year, has travelled 54 464 km (34,665 miles) on 115 tours since restoration 12 years ago.

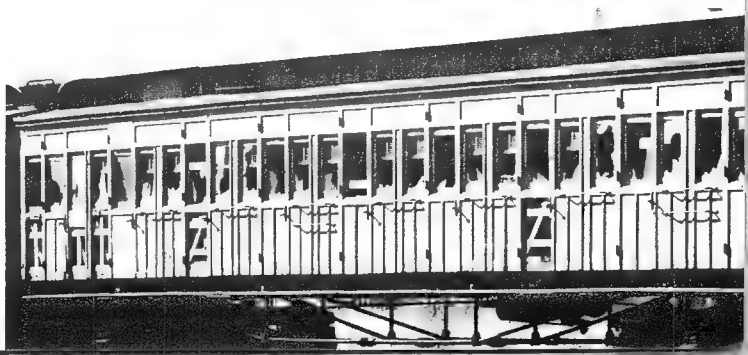
30AV Historical Display Carriage, converted by the Society from a first class country carriage in 1973 attracted long queues during Thompsons Foundry Centenary in October 1975 at Castlemaine. On this occasion, and previously for the Ararat Railway Centenary in April 1975, the Display Officer, Vance Findlay took weeks off from work to carefully arrange and install exhibits. Much of Mr. Findlay's time was wasted because 30AV was not readily accessable. Our patient Display Officer was forced to make frenzied dashes by car after 30AV to install exhibits at Ararat and Castlemaine. It will not be used for the Deniliquin & Moama Railway Centenary in July 1976 because a large display sponsored by the VR will be held in the Town Hall. Although 30AV was clear varnished on the exterior a year ago, long periods of open storage are detrimental to the paint work and there is a potential risk of further vandalism.

No. 45 ABL, country composite car built in 1901 was painted by VR apprentices in 1967 for $331, followed by 2000 voluntary man-hours of painstaking interior restoration. No. 45 ABL has gradually been reduced to a wreck by vandals and the weather.

Swing-Door (Electric). Eighty-six year old suburban swing-door trailer 12BT and driving-trailer 24D which were both in good condition when withdrawn have suffered a similar fate to No. 45 ABL. All three of these carriages will now be covered with protective tarpaulins and stored for possible future restoration. Joint representations with the Association of Railway Enthusiasts were initially made to the VR in October 1973, for retention of two swing-door motors, 107M and 137M after regular "Doggie" services ceased on 26 January 1974. Although the societies offered to undertake restoration on a voluntary labour basis, the VR quoted $13,-000+ to bring the 4-car set up to a reasonable standard. No further progress has been made on this aspect. However, the whole question of swing-door retention must now be reappraised because new increased charges for running electric trains could threaten the viable use of preserved "Doggies".

VINTAGE TRAIN

Since the introduction of the *Vintage Train* in 1966, the run down condition of the rolling stock had been of concern and embarrassment to the Steam Preservation Co-ordinating Committee and constituent societies. Despite a neglected appearance, the voluntary efforts of the Vintage Train Committee, together with a steam loco up-front, the *Vintage Train* had developed into a major means of promoting Victorian country tourism. Hard working, volunteer officials became tired of having to



A picture to sadden the hearts and stir the wonderment of all persons interested in preservation of our railway heritage. The former pride of the retained "Doggie" fleet, 12BT with every window smashed, interior wrecked and even exterior wooden panels scavanged for possible mock antique furniture materials. Why was it allowed to happen?

apologise to passengers for its shoddy state. Protracted pleadings with the VR finally got the exterior of three carriages (1AV, 3BV, 8BV) painted in 1969. However, the battered interiors remained a distraction and the Department declined to proceed with further work. Rather than see these carriages deteriorate beyond redemption, the ARHS Rolling Stock Committee suspended its own preservation program to launch the Vintage Train Restoration Project on behalf of the SPCC in September 1973. Lack of co-operation by the Department towards this extensive Project, then the most ambitious ever undertaken in Australia, was evident from the start which was delayed awaiting movement of the carriages to Newport. After two thirds of the work had been completed on Stage 1 (7BV, 18BV, 32AV, Pioneer) it was announced that these cars may never be allowed to run again. This was due, so it was said, because back in 1937, bogies of this type should have been modified. Amazingly, the bogies had continued safely in traffic for another 37 years without bothering to be modified or cause any known disaster. Surplus, modified bogies from scrapped BPL's have since been fitted to 1AV and 32AV. In December 1974, one week's notice was received to vacate the former Oil Store sheds utilized as a works and storage area. The Department rejected requests for suitable alternative accommodation, and equipment and materials became prone to theft and vandalism. Despite an 80-word telegram to the General Manager seeking urgent assistance by way of provision of three condemned old rail vans for storage purposes it took three months before these were moved less than a mile to the works site — more than adequate time for thieves and vandals to strike. Five months after the hasty evacuation of the sheds, the buildings were finally bulldozed for possible redevelopment of the area. Falling debris during demolition damaged several carriages. To date, the site remains bare without sign of redevelopment. Despite all these set backs, the preservationists struggled on out in the open battling against red-tape, the weather and vandals. The original desired high standard of restoration could no longer be achieved. Fresh paint work was ruined by dust, rain and frost. This meant up to five coats of paint on some carriages — a sheer waste of money, material and voluntary labour.

During August 1975 school vacation, vandalism reached a peak of intensity and audacity — they even attacked while working-bees were in progress. One Saturday, police were alerted. Had they arrived promptly instead of 1 hour 40 minutes later, the culprits could have been caught in the act on the spot. The VR had asked the public to report all offenders — "a telephone call to the police or the Railways 'Hot Line', 62 2126 would result in immediate action." During 20 minutes of desperate dialling to background music of shattering glass cold silence came from the "Hot Line". After trying several different extensions of 61 001, a sympathetic answerer dashed all hope of salvation with the comment: "Sorry mate, we can't help you — they're not working weekends due to overtime — try ringing again Monday"!

Efforts to have the carriages moved to a safer location and completed ones returned to service got nowhere until a few weeks before VIP guests were scheduled to travel in Vintage Train stock to Castlemaine for Thompsons Foundry Centenary on 4 October 1975. At the last moment, four carriages, three without modifications, were made available. Premier (Mr. R. J. Hamer), Leader of the Opposition (Mr. C. Holding), VR Board Chairman (Mr. A. G. Gibbs) and other dignitaries (unaware of background difficulties) who rode in 32AV were unanimous in their praise for the restoration work. They, no doubt, would be just as concerned and disappointed as the preservationists as to why these carriages had still not been made available for use again six months later.

During Australia Day weekend, 24 - 26 January 1976, delegates of the Australian Railway Historical Society in all states and A.C.T. gathered in Melbourne for the ARHS National Conference to discuss and review all facets of the Society's activities. A request was made to the Department to allow delegates to inspect restored Vintage Train carriages stabled in the open at Newport Workshops. When no reply was received, embarrassed, we somewhat reluctantly sought the assistance of VR Board Chairman who had opened the Conference. Mr. Gibbs readily gave his blessing to the proposal with the suggestion we contact the appropriate Departmental officers direct. The result was a predictable, but unqualified "No"! — a rebuff to railway historians throughout Australia. How different it was in 1974 when Society members toured European countries where stringent security measures have long been necessary to safeguard railway installations from sabotage. For example, at a steam depot and workshops in Italy, a contingent of armed guards and alsation dogs confronted the group. Within a few minutes of establishing bonafides, the rifles were put away and the guards and dogs retreated to their barracks leaving the welcomed ARHS party free to inspect unimpeded. Why can't that attitude prevail back here in our promised land — Victoria, Australia?

SAD CONCLUSION

And, so the sorry, if not unbelievable story has continued. An inspection on 13 April 1976, showed a total of 349 shattered windows, fire damage (fortunately small), wrecked interiors

d exteriors, gallons of paint splattered inside out, 4-ft high obscenities scrawled over panels — thousands of dollars of needless damage done — 7400 voluntary man-hours plus $8200 paid out seemingly in vain. In view of these unsatisfactory circumstances, the Committee has no choice but to suspend all further restoration work until the VR encourages, rather than discourages our aims.

The railway societies initiated the preservation of an important part of Victorian railway heritage, something the Department itself could well do and foster. The voluntary efforts of members have saved the Department tens of thousands of dollars. On the other extreme, the railways greatest social enemies are the vandals, who in one night's work cause half a million dollars worth of damage to suburban rolling stock. Yet, ironically, it must again be repeated, that for reasons unfathomable, instead of encouragement in their efforts to achieve good intended aims, responsible and dedicated preservationists must continue to surmount discouraging obstacles which have made the task not only difficult, but now impossible.

Tours

As forecast in the last Annual Report, the year under review has reflected a significant change on the tours scene. Although identical totals of 11 Victorian tours were run during each of the last 2 years and distance travelled increased marginally by 512 km, patronage slumped by 1484 from 3176 to 1692. The previous year's high total was boosted with heavy patronage generated by the impending withdrawal from service of the R class locos.

Due to there being only two K class locos available it was possible to succeed in running only 2 all-steam day tours. Both were doubleheaders and well patronised. Numurkah on 21 June was the first occasion the Society had used doubleheader K's for 9 years. The 30th Anniversary Tour of the Victorian Division on 20 September featured memorable parallel-running between Richmond and Caulfield and two K's in tandem out in the country to Nyora. The unwitting programming of far too many trips to the North-East area by all rail tour organisations meant doom to our third all-steam tour, planned to Euroa and Benalla. There was only sufficient patronage for a diesel rail car to Euroa. In the absence of R class for fast main line running, members appear to have accepted the inescapable fact that use of diesel or electric motive power is a necessary combination with steam on the longer day tours. Steam was scheduled to haul the Robinvale & Wedderburn Weekender 944 km (587 miles) and diesel 24 km (15 miles) on the branch and back to Korong Vale. When K153 failed during the return from Robinvale, diesels had to be substituted. Due to sharply increased costs, staff shortages and restrictions placed on sleeping cars, the Robinvale & Wedderburn Weekender was probably the end of an interesting era of popular grand-weekend tours travelling all the way by self-contained special trains. Regardless of the type of motive power, most future weekenders and some long day tours will need to be by regular trains on the main lines with mini-specials on the branches. Regrettably, due to the hesitancy of the VR to lift the summer fire ban on steam loco operations until 2 days after our planned 2 K's to Alexandra on 10 April, this tour had to be deferred until 22 May.

The B60, Harold W. Clapp commemorative trip on the Standard Gauge early in the year was the only planned diesel hauled tour to eventuate. Other diesel and electric loco hauled tours envisaged later, particularly those customary during the summer fire ban period were abandoned due to the introduction of prohibitive new charges for non-steam haulage. Even future multiple-unit electric and diesel rail car and rail motor trips are doubtful because of higher charges. Increased rates for air-conditioned carriages have virtually meant the end of this added comfort on tours.

In a desperate effort to provide alternative flanged wheel and steel rail outings for members, the Tours Committee turned to the Melbourne & Metropolitan Tramways Board for help. The Board's charges were reasonable and staff most co-operative. Thus, the Society's first tram tour for 13 years was a great success and trips of this nature seem assured of a regular place on future tours programs. Trams used included No. 53, the last former VR tram still in service and M&MTB cars with identical numbers to well known steam locos.

Poorly patronised regular passenger services cost the VR many millions of dollars to run each year. The Society naturally expects to have to recoup the Department for the operating expenses of special tour trains. In recent VR Annual Reports the Department had happily hailed an upsurge in patronage of special trains provided for various types of groups. However, the new increased charges which appear to incorporate a "profit" margin instead of the traditional out-of-pocket expenses seem destined to curtail the future special train market without having a noticeable reduction on the overall annual loss. A question to be asked is: "Why should special trains be expected to run at a 'profit' while others are never likely to do so."

During 21 years of Society tours there have

been many notable achievements thanks to the co-operation of the Department. Examples: Transfer of Narrow Gauge carriages stored at Newport to Colac to enable trips on "The Beechie"; Spirit of Progress Delivery Run to Sydney, 38's to Melbourne, etc, etc. These didn't just "happen". We had to justify the events and adopt a hard-sell approach to the Department beforehand.

Over more than 2 decades of tours it has become obvious that:

(A) Most people in the VR have shown sympathetic consideration and "approved" of ARHS requests.

(B) Some "tolerate" us (probably because of the strength of those in category A).

(C) A few, who make things "difficult if not impossible".

We are surprised to note increased activity amongst those in category C during the past year.

Example 1: After more than a decade since regular services became dieselised we don't expect new-generation VR office staff to be conversant with steam schedules and workings. With our long and continued experience with steam tours we work out most of the arrangements beforehand and submit completed details. This saves Departmental staff many hours of work. All they have to do is check our usually correct submissions. To assist us to fit our specials in with regular services, present day speed limits, etc, we asked the Department to officially make available current Working Time Tables and even pay for them if necessary. Reply: "No, but our staff could make available surplus superseded copies"

Example 2: We have been endeavouring to revisit Mildura for several years without success. Last year we originally planned a special diesel hauled train for 14-17 November. It was inconvenient to make the non-aircon sleepers utilised on the School *Train of Knowledge* available. It has not been the Society's policy to book out regular trains with limited berths such as *The Vinelander* and cause the Department embarrassment at not being able to accommodate the general public. So, we requested use of the "old Mildura" air-con sleepers. Reply: "No"! After further frank negotiations this decision was reversed. We asked ourselved why didn't they say "Yes" in the first place? However, we were aware that our tour could inconvenience the Department to meet anticipated commitments for regular weekend traffic and deferred the excursion until the non-aircon sleepers would be available. We learnt that 14-17 May was the only time these cars would be available during the whole of 1976 and applied on 9 January to travel in them attached to one of three trains scheduled to Mildura that weekend (cost of specials all the way prohibitive). Reply: "We are not happy about hau[illegible] those old cars all the way up to Mildura. Strange we thought — these cars often have, and still do appear on Mildura trains during peak loading times. "You could go in some E type cars" We didn't think our members would feel disposed to sit-up for 52 hours. Brainwave: Perhaps it is only "us" that has difficulty getting to Mildura. Action: Ask an independent travel agent to try their luck. Result: Prompt phone reply from I.T.A. with startling news they've got an option on 80 berths to Mildura, including non-aircon sleepers — the very cars which when we had made a direct request had just been knocked back on!

Further negotiations and the Department agreed to allow us to use the six non-aircon sleepers, BUT with the following restrictions. We requested permission to sleep in the cars overnight at Mildura as was done there on our previous visit in 1968 and on other weekend tours, including Robinvale last November. Reply: "No"! In disbelief we asked why? Reply: "Pollution risk using carriage toilets while s[illegible]tionary at Mildura". We countered by sugg[illegible]ing that the carriage toilets be locked and passengers use adequate facilities on the station (as has been done in the past) or travel overnight to Meringur. Reply: "No, use of sleepers would deprive local businesses of tourist trade". We advised that no accommodation was available in Mildura and district for the weekend and the locals would benefit from catering, bus and paddle steamer patronage.

We also pointed out that the ARHS, together with other railway enthusiast societies had been responsible for the retention of the non-aircon (ex V&SA Joint Stock) sleeping cars when consideration was being given to scrapping them after withdrawal from *The Overland* many years ago. We understood that because of the Society's interest and involvement with the railway scene, the former Commissioners never queried us sleeping in sleeping cars overnight at stations. The main purpose of Society tours is to travel by train with the intention of enjoying rail travel and inspecting the railways enroute. The VR Board, the General Manager and staff, and even children on the School *Train of Knowledge* (every week) still sleep in sleeping cars while stabled overni[illegible] at stations — why not the ARHS?

Reply (dated 12 April): "Due to circumstances in which we find ourselves at the present time . . . no longer feasible to operate tours of this nature. Staff shortage . . . freight traffic being declined . . . we cannot justify provision of crews for special passenger trains". The Association of Railway Enthusiasts who had planned a weekend tour also received a similar letter. But, this ARHS tour was not a typical weekender travelling day and night by special

train. The VR was still providing specials for trips to country race meetings (4 to Warrnambool in one week) and other groups. What's good for the gamblers should be the same for us!

So, in a final bid we rushed off yet another urgent letter pointing out that we had already been allotted 108 berths on scheduled trains to Mildura (no extra staff required). We even offered to utilize a bus for one section to save using VR crews and begged to run day trips Ouyen-Yelta-Mildura and Mildura-Meringur-Mildura. Time was running out and to facilitate a prompt reply we suggested a phone call would be quicker than the mail. Alas, 4 months (115 days) after we first re-applied for the tour, the deadline, 3 May, came and went without advice and we had no option but to once again "Defer Mildura". This was done at considerable promotional expense, wasted effort and inconvenience. Subsequently a letter arrived saying "No" again. Negotiations are continuing!

It has been stated in a national transport magazine that "railway enthusiasts are the railways most loyal customers and their best honorary salesmen"

Apart from our day to day dedication to railways, we jump to attention and bend over backwards to assist the Department by producing special historical publications and crowd scenes for railway centenaries and displays. We are quick to acknowledge the ready co-operation of the majority of railway people throughout the State. However, unfortunately, it is quite clear from details in this and another section of the Annual Report, and we say it with all due respect, that the attitude of a few is: "To hell with the B — Histericals"!

TOUR STATISTICS 1 MAY 1975 - 30 APRIL 1976

Date	Destination	Engine Power	Organiser	Passengers
1975				
May 18	Bandiana (Standard Gauge)	B60 "Harold W. Clapp"	J. Dare	168
June 21	Numurkah	K153, K184	S. Moore	373
June 27	Pakenham "Farewell D. Mc"	472M	D. Potts	25
Aug. 9	Cohuna/Echuca Round Tour	S301, K153, 64RM, T324	B. Payne	360
Sept. 20	Nyora: 30th Anniversary	K153, K184	D. Potts	355
Oct. 18	Dandenong: G.E.T. Reunion	Regular trains	D. Potts	34
Oct. 19	Euroa Garden Festival	91RM	J. Barnes	74
Nov. 28-30	Robinvale & Wedderburn Weekender	K153, Y140, Y119, T348, T356	B. Payne	84
1976				
Jan. 17	Melbourne Metropolitan	90RM, DRC41	J. Barnes	79
Feb. 29	Wonthaggi	DRC41 & Yarra	D. Potts	66
March 20	Melbourne Tram Tour	VR53, W2-635, W2-639, W5-761, W6-995	N. Cross	74

TOTAL: 11 Tours, 4017 km, 1692 passengers.
Previous Year: 12 Tours, 18 505 km (includes 150 000 km Grand European Tour), 3,207 passengers.
Total Number of Tours run by Society: 216 (Progressive total last report should be 205).
Total Distance covered by ARHS Tours: 136 166 km. (85,105 miles)
Yarra Car used on 2 Society Tours during year (710 km) and 6 non-society tours (926 km).

Museum

During the year work at the Museum has been carried on steadily. However, having in mind possible implications which could have arisen from the Select Committee's Report of March 1975, no major works other than those reported on later in this report were attempted.

In July last the Committee thought it was fortunate to have been given a grant of $15,600 from the funds distributed under the Regional Employment Development scheme. This grant was the direct result of consultation with the Western Region Commission. It was disappointing to learn that, due to administrative difficulties within the Society and policy changes consequent on the change of Government the grant was withdrawn. An approach had also been made to Western Region Commission for funds which it was allocating to develop facilities in the western suburban area. This application was granted to the extent that the Commission approved the expenditure of $15,000 on the preparation of a report on the future of the Museum by a firm of leading consultants (Loder and Bayly). This report was received recently and is currently under consideration by the Committee.

Major Works: Arising mainly from shortage of volunteer staff and also from the necessity for workshops facilities, two jobs were done by contract by professional firms. The first was the

re-cleading of the C class engine (carried out by Albion Sheetmetal Pty. Ltd. who did a more than adequate job) and the other was the construction and installation of two display cabinets with mounted and titled photographs in the large saloon of the Norman car. The interest generated by this display has exceeded all expectations.

Acquisitions: Chief of the acquisitions during the year was the signal frame and accessories now being installed in the signal box by Mr. Chris Guy who, though not a Society Member, has put in many weekends of work to obtain and install the equipment. Other items obtained during the year include:

* track inspection motor tricycle
* a cast iron bell found when constructing the new Spencer Street Station. (It is believed this was used in the early days for announcing the arrival and departure of trains).
* five 100-year-old fixed wheel carriages. Four of these were in use at Humevale near Whittlesea as accommodation for pensioners and one was in use as a storage shed on a farm at Benalla. (It is hoped that, in the long term, these may eventually be restored to operating condition and used to form a veteran train consist for use on special occasions.)

Future Programme: Already there has been drawn up a comprehensive works programme for the 1976/77 year. Among work proposed is the re-cleading of at least one, and perhaps two, engines; a beautification programme for the area; installation of the McKinnon gates should this prove possible; and the carrying out of a feasibility study directed towards having an engine in steam at the Museum. In addition, the 10' x 10' building acquired last year is being renovated and adapted for use as a sales department, something the Museum has needed for a long time. It is proposed to stock a very wide range of items, including post cards, posters, books, souvenirs, prints, tea towels, and some items from overseas. Work force:

Work force: At present there are 15 regular workers at Museum (not including the gatekeepers) of whom 8 are under 17 years of age. Five only are Society Members (0.5%). In the November issue of the Members' News Sheet an invitation was issued to all members to have a visit to the Museum free of charge. Out of the 900+ membership a staggering number of three members took advantage of the offer. The object was, of course, intended to create more interest in the working of the Museum. However, as only 0.3% of members responded this seems to show that there are few people in the Society really interested. If the Museum is to survive then you, the member, must take an active part in promoting its welfare. A further aspect of the same problem is highlighted by difficulty in providing gatekeepers. A significant part of our income is derived from mid-week bookings. During October+November of last year the number of school groups wishing to inspect the Museum increased dramatically but, due to the non-availability of volunteer gatekeepers, we were only able to cater for one-third of these groups. Already this year quite a number of school and kindergarten groups wishing to have end-of-term outings at the Museum have had to be disappointed because we had no-one to staff the gate cabin. Not only however, is there a shortage of mid-week staff, there is also a shortage of week-end gatekeepers. At present the week-end roster has only three people listed for duty on Saturdays and seven for duty on Sundays. If these numbers cannot be boosted the Committee will be forced to close the Museum to the public on Saturdays.

Resignations: During the year the Committee has lost three very good workers. First, Neville Burrows, who served for four years as week-end rostering officer, had to resign becuase of pressure of his own work; then Ray Bruce, who has been active in the Museum for over 10 years felt he had to 'slow-down' and had to relinquish his duties as Works Supervisor, (his place has been taken by Graeme Precious); and finally Rowley Evans, who has served on the Committee for some four years as Chairman, had to give up the job because of private committments, although he has remained on the gatekeepers roster. To these, and to all other workers who have helped promote the welfare of the Museum over the past years the Committee extends its sincere thanks for a job well done. Particular reference should be made to the action of Ken Lewis who stepped in at short notice to fill the vacancy caused when Neville had to give up his position as rostering officer. Our thanks also is extended to Robert Bramley who, in spite of his onerous duties as Society Secretary, carries on the job as weekday rostering officer and finds time to attend many of the Museum Committee meetings.

Finally: In spite of our many problems, the Committee looks forward hopefully to the exciting challenge of working to ensure the Museum has successful and useful future.

Exhibitions

A display was mounted in the "Historical Display Carriage" in connection with the Thompsons Foundry Centenary celebrations, at Castlemaine on 4 October 1975. The theme of the display was railway engineering on the VR over the years.

V. M. Findlay

Australian Railway Historical Society Victorian Division

ANNUAL REPORT

and FINANCIAL STATEMENT 1976-77

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION

Patron: Mr. A. G. Gibbs, OA.

Life Members: J. C. Brough
J. Y. Harvey

President: Mr. W. C. Rapley

Vice-Presidents: J. Barnes,* E. Hogan, E. Pretty.*

Secretary: R. G. Bramley.

Treasurer: G. G. McDonald.

Councillors: R. Carlisle,* V. Findlay, R. Hessey, R. Jowett, C. Kayler-Thomson, E. Pretty.*

Asst. Secretary: K. Lewis.

Museum Committee:
Chairman: G. Dee.
Secretary: N. Pearson.
Works Supervisor: G. Precious.
Committee Members: K. Clark, T. Clark, L. Davies, E. Quinland,* M. Swaby,* M. Coxhead,* J. Barnes,* R. Bramley.*

Co-Opted Member: R. Evans.

Rostering Officer (Weekday) R. G. Bramley.
Rostering Officer (Weekend) K. Lewis,* N. Pearson.*
Council Rep.: R. G. Bramley.

Tours Committee:
Convener: D. Potts.
Secretary: J. Barnes,* D. Potts.
Council Rep.: J. Barnes,* R. Hessey.*
Members: B. Payne, S. Moore, P. Keen,* R. Hessey, W. Brown.*

Newsrail:
Layout & Production: J. Dare.
Photo Editors: J. Dare, R. Jowett.
News Editor: D. McCartney.*
Assistants: P. Tesdorpf, R. Weiss, P. Vincent.
Advertising: R. Jowett.
Council Rep.: R. Jowett,* R. Carlistle.

Publications:
Convener: R. Carlisle.
Council Rep.: E. Pretty,* R. Carlisle.*
Members: M. Coxhead, J. Dare, T. Payne, R. Whitehead, R. Bruce, R. Jowett, G. McDonald.

Sales:
Marketing Manager/Council Rep.: E. Pretty.
Members: P. Barry, C. Kayler-Thomson, V. Findlay, I. Isaacs, E. Hogan, L. Rickard.

Mailing Officer: N. Johnstone.

Mailing Co-Ordinator: R. G. Bramley.

Archives:
Council Rep.: G. G. McDonald.
Archivist: R. K. Whitehead.
Photo Archivist: R. Bruce.

Rolling Stock Committee:
Chairman/Secretary: D. Potts.
Museum Liason: K. Clark.
Council Rep.: V. Findlay.
Members: J. Barnes,* T. Clarke, P. Donald.

Entertainments:
Convenor/Council Rep.: V. Findlay.
Members: P. Carroll, C. Kayler-Thomson, I. Lornie.

Membership:
Membership Officer: R. Gessey.
Council Rep.: R. Bramley.
Research: R. K. Whitehead.
Public Relations: D. Potts.

Steam Preservation Delegates (SPCC):
W. C. Rapley, E. Hogan, J. Barnes,* R. Jowett.*

Curator of Rented Premises: E. Hogan.

Film Group:
Convenor: R. Seccombe.
Archivist: J. Ellams.
Members: D. Kidd, J. Ellams, D. Milke.
Council Rep.: M. Coxhead.

Geelong Steam Preservation Society:
Rep.: J. Barnes,* E. Hogan.

Honorary Legal Officer: S. McCarthy.

Members Newsletter: R. G. Bramley, R. G. Hessey.

Sound Recordings: C. Kayler-Thomson, Council Rep.
C. Craig.

Slide Competitions:
Convenor/Council Rep.: V. Findlay.
Members: A. Straffen, S. Martin.

Finance Committee:
Convenor/Council Rep.: G. McDonald.
Members: R. Jowett, R. Paroissien, J. Wilkie, P. Barry.

Printing Group:
M. Clifton, G. Carmichael.

Library: No appointments made.

*indicates served for part year only

FRONT COVER:
On Sunday, 17th April, 1977 the Springvale live steam club visited the ARHS Museum. The photo shows one of the model locos passing in front of veteran A² 995. (Gary McDonald)

PRESIDENT'S REPORT

Members are entitled to expect that as they read this Annual Report there unfolds a resume of success in 1976-1977. The facts are somewhat different despite a great amount of effort by the usual small band of hard-working members who were joined by a number of members who came forward to toil for the Society during the year.

Particularly distressing is the fact that the Society had a deficit of $2092 for the year which reflects a downturn of $5854 as against the previous year. Comparison of profit by the Sales Department over the last two years shows that this surplus fell by $7711 for this year, despite a very hard-working Sales team. The Sales Department, in addition to maintaining our normal selling effort, actually had to shift 'shop' three times but this had no affect on sales, the plain fact is that we did not produce either a publication or a record during the year.

Although we suffered a deficit for the year, we still expended $3611 on Archives and Research which, with similar sums spent during the two previous years, makes a total of $10642 spent in this area in three years. This type of expenditure must continue — after all, this is one of the major aims of the Society. As the problems which prevented publications being produced have been overcome, it is confidently expected that the Sales team's efforts next year will be more rewarding.

It was not one of the best years for *Newsrail* because of changes in the team, however, as time went by, alterations to the magazine became evident and subscriptions started to increase again. To our former News and Articles Editor, Rod Smith, we say thanks for your many labours.

Tours as usual contributed, with one exception, funds towards the continued operation of the Society. One other tour did not contribute, this being the Seymour dinner trip to farewell Bill Abbott and the welcoming of Bill Gibbs at Patron, and Council decided not to charge this loss to general expenses. The tour to Deniliquin to commemorate the centenary of the opening of the Deniliquin and Moama Railway was extremely well patronised and enjoyed.

The Museum, following a number of changes during the year of the members of the Sub-committee, now reflects the effort of a special program to improve the appearance of exhibits. We are all aware that the Museum has been under threat of having to be relocated, however, during the year, the immediate threat was removed. Discussions have been entered into with the National Trust of Australia (Victoria) concerning the future of the Museum and its eventual location. These discussions are continuing.

Borrowing of books from the library had to be discontinued during the year for a number of reasons. Council has a number of plans for the library, including its relocation.

Efforts by the Rolling Stock Sub-committee were, once again, negated by vandalism and also by the unavailability of access to rolling stock.

Although not now a part of the Society, the Geelong Steam Preservation Society continues to be of special interest. We have a director on the board of this Society and have loaned to them $1000 to help get the railway established.

Sound recordings did not produce any records and as there is obviously a keen demand for rail records, plans are in hand to produce new records in the new year.

Whilst only a small number of members have submitted entries to the slide competition, the monthly screenings have been well received and the quality good.

Entertainment meetings continued at the National Mutual Theatrette. This year, we have made good use of our members and the Film Group, with the result that only two outside speakers were used.

In conjunction with the Deniliquin and Moama Railway Centenary, an exhibition was mounted in the Deniliquin Shire Hall from 1st to 4th July. A small exhibit was provided at the Glenroy library.

We are very fortunate to have an active, although small, Film Group who have produced good footage of the present railway scene which will be kept for posterity. Sales of films produced by this Sub-committee have been slow.

An important change in the format of the Steam Preservation Co-ordinating Committee was made this year. It is no longer necessary for our delegates to be Council members, provided at least one delegate is a Council member. This change was made to enable persons with the necessary expertise to use this expertise to the rail fan's advantage. Previously, it was not always possible to appoint the best equipped members to this Committee when they firstly had to be on our Council. As A.R.E. and ourselves have reached agreements on the proposed memorandum and articles of association for Steamrail, these are now being checked by the legal experts.

As could be expected, our Public Relations Officer has contributed greatly to the Society during the year. He has been our direct contact with the VicRail Unions and with VicRail public relations staff.

One member who has worked harder than usual during the year has been our Honorary Legal Officer whose guidance has been sought from time to time.

During the year, several members volunteered to take over the production of our Newsletter and other duplicating jobs. This new Sub-committee has considerably reduced our printing expenses.

Council, when finally constituted, included replacements for Don Potts and Shane Moore. Don and Shane, fortunately, have continued to contribute greatly to tours. John Dare also retired from Council to devote more time to Newsrail. John Barnes became a Vice-President whilst Ron Hessey and Royce Jowett were elected Councillors. After six months of great contribution to the Society's well-being, John Barnes was transferred by the R.A.A.F. to Darwin. To John for his major contribution to the Society whilst on Council, we say thanks — hope to see you back at the throttle soon. Eric Pretty accepted the vacant Vice-Presidency and Robert Carlisle was appointed to fill the vacancy on Council.

The new Council for 1977/78 has a number of urgent items already on the agenda for its consideration. **e.g.** (A) More funds for Museum preservation. (B) How to improve attendances at Entertainment Meetings. (C) Final agreement with A.R.E. on S.P.C.C. incorporation. (D) Relocation/integration of Museum.

Shortly, we will be holding the Annual General Meeting when Council is elected for the new year.

If you intend joining Council, now is the time to take stock of how much you are prepared to contribute to the Society — destructive criticism we can do without — constructive guidance is always needed.

Members, on your behalf, sincere thanks is extended to all Committee members, Councillors and members who contributed in any way to the Society's year.

This year saw an improvement in our relationship with some VicRail Officers and to these 'friends' we say thanks — to those VicRail Officers who think of us as "hystericals" — remember, we are on your side, paying for our fan trips, creating a public awareness of train travel and trying hard to protect the State's railway heritage.

And, talking of heritage, as a Society we must take the initiative and organise steam preservation before we haven't any steam to preserve. Any suggestions?

W. C. Rapley
President

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McGaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-	W. C. Rapley

***Note:** Foundation President of the Victorian Division.

SECRETARY'S REPORT

Membership:

The following are the comparative Membership figures for the 1975/6 and 1976/7 years.

	1975/6	1976/7
Renewals	864	885
New Members	113	99
Total Membership	977	984
Bulletin Subscribers	715	747
Newsrail Subscribers	1363	1268

Although only small the increase in membership is heartening. The numbers of new members has shown a small decline over that of last year which shows that we are holding our present members. It is to be hoped that when the final renewal figures are available for this year will have also held a much larger percentage of our present membership.

Extra-Ordinary General Meetings:

Three Extra-Ordinary General meetings were held during the year to discuss various motions that had been proposed for consideration by a General meeting of members.

Considering the great importance of the items discussed at these meetings the number of members who attended was, to say the least, disappointing. Of our total membership an average of less than 100 attended. Possible the greatest enemy of this Society is the general apathy of its own members.

Of the seven motions put to these meetings 3 were lost, 3 were passed and one was withdrawn. One of the motions carried created Mr. J. Brough our second Life Member. A well deserved honour.

Entertainment Meetings:

It has been noticed that during the year under review the number of members attending the monthly Entertainment meetings has declined. Even the once popular Film Group screenings have shown a marked decline in the numbers attending, although still higher than the ordinary meeting. The numbers attending the Annual Film night, however was a marked increase on the previous year.

One of the first jobs of the new Council will be to look at the viability of these relatively expensive nights to see what can be done to increase attnedances.

Council:

The Council year started off with great promise of being a good year for the Council and Society as a whole. There was, at that time, a spirit of co-operation throughout the Society and especially between the Council and its Sub-Committees. This co-operation soon disapated itself and a couple of the sub-committees soon found themselves in difficulties with members who would not accept the majority decision. Council found itself, reluctantly, drawn into these conflicts to arbitrate and try and find a solution to these problems. Unfortunately Council's solutions were not always acceptable to all parties and in at least one case Councils decision has been actively opposed.

During the year Council met on 24 occasions with each meeting averaging 5 hours, and have discussed the various aspects of the Society's activities, sometimes quite heatedly.

The Society's Honorary Solicitor Mr. Shane McCarthy has been consulted on a number of occasions on the legal aspects of the Society and has given invaluable advice for the Council's guidance. My sincere thanks to Shane for his assistance.

Sub-Committees:

It is a source of great personal disappointment to me to find the lack of support for the various activities of the Society. The various Sub-Committees of the Society spend vast amounts of time, money and effort in organizing tours, film screenings etc. to find that the members don't support them. It appears that a large number of members are prepared to be critical of these bodies without being constructive. As with all officers of the Society, the sub-committee members look upon the Society's activities as a hobby and therefore can only devote so much time to it. If they are overburdoned with various jobs, not all of which are related, the officers effectiveness is

greatly reduced. On the other hand, we don't want great numbers of members saying they will do particular jobs, but six months later we are still waiting. We have to somehow work out a balance. I must, however report with gratitude and relief that lately a few new faces are being recruited into the Society work force. It is to be hoped that this recent trend will continue. I would like to extend my thanks to the various officers and members of the Sub-Committees for the assistance they have given me during the past year.

Summary:

Despite the above cynicisms I hold great hopes for the coming year. Although it is probably not obvious, great strides have been made during the year in various aspects of the Society's activities and hopefully these will come to fruition during the course of the ensuring year, but as has been said many times it all depends on the members of the Society as to what progress we can made.

R. G. Bramley
Secretary

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

In our opinion:

1. The accompanying accounts being the income and expenditure account and balance sheet which have been prepared under the historical cost convention as stated in note 1. are properly drawn up in accordance with the provisions of the Companies Act, 1961, as amended, to give a true and fair view of
   (a) the state of affairs of the Society as at 30th April, 1977, and of its results for the year ended on that date, and
   (b) the other matters required by Section 162 of the Act to be dealt with in the accounts.
2. The accounting records and other records, and the registers, required by that Act to be kept by the society have been properly kept in accordance with the provisions of that Act.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 23rd June, 1977.

By Its Partner,
P. M. WINTER

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1977
ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1977 and in accordance with Section 162A of the Companies Act 1961 report as follows:

(a) Directors in office as at the date of this report are

Mr. W. C. Rapley	Mr. M. Coxhead
Mr. E. J. Hogan	Mr. V. Findlay
Mr. E. Pretty	Mr. R. Hessey
Mr. R. G. Bramley	Mr. R. Jowett
Mr. G. G. McDonald	Mr. C. Kayler-Thomson
Mr. R. Carlisle	

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $1048.

(d) There were no significant amounts transferred to or from reserves or provisions during the financial year.

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets [other than those mentioned in paragraph (g)] were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1977
ANNUAL REPORT OF THE DIRECTORS (Cont'd)

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by

W. C. RAPLEY, Director

Dated at Melbourne this 23rd day of June, 1977. E. J. HOGAN, Director

STATEMENT BY DIRECTORS

We, William Campbell Rapley and Eldon John Hogan, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1977 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1977.

W. C. RAPLEY, Director

Dated at Melbourne this 23rd day of June, 1977 L. J. HOGAN, Director

STATEMENT PURSUANT TO SECTION 162 (12) OF THE COMPANIES ACT 1961

I, Gary George McDonald, being the person in charge of the preparation of the Company's accounts, hereby state that to the best of my knowledge and belief the accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Melbourne this 23rd day of June, 1977. G. G. McDONALD

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1977

1976					1977
		SOCIETY FUNDS			
$21937		Accumulated Fund (Statement Attached)			$19845
21852		Museum Preservation Fund (Statement Attached)			25234
485		Carriage Preservation Fund (Statement Attached)			1185
1000		Steam Reserve Preservation Fund (Statement Attached)			10
(485)	(Dr.)	Yarra Car Fund (Statement Attached)		Debit	(437)
$44789					$45837
		THESE FUNDS ARE REPRESENTED BY:			
		Current Assets			
–		Cash on Hand		50	
5898		Commercial Bank of Australia Ltd.		10982	
13939		Commercial Savings Bank of Australia Ltd		11829	
2699		Commonwealth Savings Bank of Australia		–	
79		Bank of New Zealand		45	
2740		Debtors: Trade		3366	
698		Other & Prepayments		1172	
359		Tour Expenditure Paid in Advance		274	
100		Deposits		–	
23936		Stock on Hand (at lower of cost or net realisable value)		22204	
50448					49922
		Less Current Liabilities			
720		Subscriptions in Advance: Members		–	
666		*Bulletin*		–	
1403		*Newsrail*		–	
25		Library Fees in Advance		–	
13055		Creditors: Trade		19217	
4558		Tour Receipts in Advance		1170	
20427					20387
30021					29535
		Plus Non Current Assets			
		Deferred Assets			
1000		Loans to: Geelong Steam Preservation Society	1000		
600		Ballarat Tramway Preservation Society Ltd.	400		
1600				1400	
		Investments			
10000		Commonwealth Special Bonds (at cost)		10000	
		Fixed Assets			
		Library Furniture & Equipment			
1495		At Council Valuation 17th July, 1967	1495		
1630		At Cost	3868		
2238		Plus Additions (at cost)	2321		
5363			7684		
2195		Less Provision for Depreciation	2782		
3168				4902	
		Intangible Assets			
2180		Renovations to "Yarra Car" (at cost)	2180		
2180		Less Provision for Amortization	2180		
–				–	
14768					16302
$44789					$45837

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

SUPPLEMENTARY STATEMENTS

1976				1977
		ACCUMULATED FUNDS		
$19175		Balance as at 30th April, 1976		$21937
3762		Plus Surplus for Year		—
22937				21937
—		Less Deficit for Year		2092
1000		Less Transfer to Steam Preservation Fund		—
$21937		Balance as at 30th April, 1977		$19845
		MUSEUM PRESERVATION FUND		
4975		Balance as at 30th April, 1976		21852
—		Plus Surplus for Year		3382
18905		Plus Transfer from Museum Reserve Fund		—
23880				25234
2028		Less Deficit for Year		—
$21852		Balance as at 30th April, 1977		$25234
		CARRIAGE PRESERVATION FUND		
527		Balance as at 30th April, 1976		485
—		Plus Donations. Swing Door Preservation		700
42		Less Restoration Expenses		—
$485		Balance as at 30th April, 1977		$1185
		STEAM PRESERVATION FUND		
—		Balance as at 30th April, 1976		1000
—		Plus: Donation		10
1000		Plus: Transfer from Accumulated Fund		—
1000				1010
—		Less Restoration of Wycheproof Turntable		1000
$1000		Balance as at 30th April, 1977		$10
		"YARRA CAR" FUND		
187	(Dr.)	Balance as at 30th April, 1976	Debit	485
—		Add Expenses: Insurance	48	
480		V.R. Maintenance	—	48
667				533
140		Less Income: Hire of "Yarra Car"	96	
42		Special Effort	—	
182				96
$485	(Dr)	Balance as at 30th April, 1977	Debit	$437

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1977

1976					1977
	INCOME				
$9144	Surplus from Sales Department (See Note 2)				$1433
1388	Surplus on "Newsrail" (see Note 3)				1191
383	Surplus on "Bulletin" (see Note 4)				485
1585	Surplus from Tours (see attached statement)				4597
4215	Members Subscriptions				4782
198	Enrolment Fees				195
677	Interest Received				639
105	Donations — General				89
116	Library Fees				143
156	Auction Night				—
17967					13554
	LESS EXPENDITURE				
	Direct Service to Members				
676	Meeting Room Rental	677			
(14)	Less Door Fees	6	671		
30	Other Meeting Expenses		—		
30	Library		33		
18	Depreciation of Library Books		18		
54	Slide Competition		46		
165	Annual Film Night		150		
959				918	
	Administrative				
1898	Postage & Telephone		2130		
480	Distribution & Mailing		480		
1822	Printing & Duplicating		2884		
1275	Stationery		688		
335	Insurance		127		
500	Audit Fee		550		
1240	Accountancy Fees		1550		
—	Federal Secretary's Expenses		58		
123	Depreciation of Furniture & Equipment		260		
518	Other Expenses		583		
—	Equipment Repairs		34		
8191				9344	
	Group Expenses				
447	Film Group	821			
20	Depreciation of Equipment	9	830		
3506	Archives Group	3611			
—	Depreciation of Equipment	52	3663		
54	Recording Group		61		
4027			4554		
	Other Expenses				
10	Windsor Station Room Expenses		13		
248	Publicity & Exhibitions		500		
190	Display Carriage Expenses		326		
580	Federal Conference		(49)		
—	Deniliquin Centenary		40		
1028				830	
14205					15646
$3762	**Surplus (Deficit) for Year**				($2092)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

MUSEUM INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1977

1976				1977
	INCOME			
6200	Gate Donations			6977
380	Surplus from Sales of Books etc. (see Note 5)			1275
1882	Interest Received			1580
—	Sundry Donations			237
8462				10069
	LESS EXPENDITURE			
	Current Operations			
472	Security Patrol		580	
301	Electricity		359	
35	Rates & Rent		60	
84	Administration		289	
98	Insurance		86	
517	Tickets, Printing & Advertising		455	
865	Paint		1573	
1363	Other Materials		1480	
—	Gate Keepers Expenses		18	
73	Depreciation of Equipment		214	
—	Equipment Repairs		34	
3808			5148	
	Major Works			
3432	Moving of Exhibits	—		
250	Carriages	—		
3000	Locomotive Restoration	1539		
6682			1539	
10490				6687
($2028)	**(Deficit) Surplus for Year Transferred to Museum Preservation Fund**			$3382

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

TOURS INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1977

	Net Revenue	Transportation Railway	Transportation Other	Refresh	Steam Tax	Refuelling	Other Direct Costs	Surplus or (Deficit)
Alexandra	$4656	$2450	$141	$527	$1012	$80	$229	$217
Deniliquin	6524	2617	120	740	979	10	138	1920
Pichi Richi	14258	9413	2427	1599			159	660
Rennie	491	420					8	63
Wycheproof	3377	1788		560	429	68	191	341
Seymour	1142	830		473			61	(222)
Cudgewa	1743	1316	72	202			36	117
Newlyn	4430	1990	38	383	533	70	139	1277
Tram	417	190					70	157
Womboota	1650	1057					141	452
Picola - Tocumwal	5517	3200	134	846	1313	55	62	(93)
	$44205	$25271	$2932	$5330	$4266	$283	$1234	4889
Less General Expenses								292
Net Tour Surplus for Year								$4597

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

NOTES TO AND FORMING PART OF THE ACCOUNTS

Note 1

Summary of Significant Policies

Set out hereunder are the significant accounting policies adopted by the Society in the preparation of the accounts for the year ended 30th April, 1977.

Unless otherwise stated, such accounting policies were also adopted in the preceding accounting period.

(a) **Underlying Principles**

The accounts have been prepared in accordance with conventional historical cost principles and have not been adjusted to take account of either changes in the general purchasing power of the dollar or changes in the prices of specific assets.

(b) **Depreciation**

Depreciation is calculated on a straight line basis so as to write off the net cost of each fixed asset during its effective working life.

Where it has been impossible to determine the cost of an asset, the Directors valuation has been used as the basis for calculating depreciation.

Additions are depreciated on a pro rata basis from the date of purchase.

The principal annual rates are

Office Equipment	15%
Books	10%
Office Furniture	7 5%

(c) **Stock Valuation**

All stocks are valued at the lower of cost or net realisable value.

(d) **Income Tax**

By virtue of its aims as set out in the Memorandum of Association the Society qualifies as an organisation specifically exempted from ordinary income tax under Section 23 (g) (iii) of the Australian Income Tax Assessment Act.

(e) **Society Funds**

In order to ear-mark accumulated funds for specific purposes the Directors allocate surpluses and deficiencies arising from the various Society's activities over the funds detailed in the Balance Sheet.

A summary of the surplus for the year and the allocation over the funds is as follows:

Accumulated Fund — Deficit	(2092)
Museum Preservation Fund — Surplus	3382
Carriage Preservation Fund — Surplus	700
Steam Preservation Fund — Deficit	(990)
"Yarra Car" Fund — Surplus	48
Surplus for Year	$1048

1976	Note (2)			1977
		Sales Department		
$27418		Sales		$10201
		Less Cost of Goods Sold		
12637		Stock on Hand 30.4.76	17956	
19700		Purchases	5064	
32337			23020	
17956		Less Stock on Hand 30 4.77	15869	
14381				7151
13037		**Gross Profit**		3050
		Less Expenses		
795		Rental	724	
1746		Postage & Telephone	417	
29		Electricity	78	
48		Cartage	99	
345		Wrappings	33	
763		Advertising	198	
257		Stationery	5	
—		Bad Debts	18	
(90)		Sundry	44	
—		Depreciation of Equipment	1	
3893				1617
$9144		**Net Surplus for Year**		$1433

	Note (3)	**"Newsrail"**		
7593		Subscriptions		9350
4065		Sales		4051
1835		Advertising		1151
13493				14552
		Less Cost of "Newsrail"		
2855		Stock on Hand 30.4.76	3908	
13010		Cost of Publication	14123	
118		Other Expenses	124	
–		Equipment Repairs	1	
30		Depreciation of Equipment	33	
16013			18189	
3908		Less Stock on Hand 30.4.77	4828	
12105				13361
$1388		**Net Surplus for Year**		$1191
	Note (4)	**"Bulletin"**		
3885		Subscriptions		4353
232		Sales		459
4117				4812
		Less Cost of "Bulletins"		
509		Stock on Hand 30.4.76	619	
3844		Cost of Publication & Freight	4569	
4353			5188	
619		Less Stock on Hand 30.4.77	861	
3734				4327
$383		**Net Surplus for Year**		$485
	Note (5)	**Museum Sales of Books etc.**		
1585		Sales		2702
		Less Cost of Goods Sold		
1561		Stock on hand 30.4.76	1453	
1097		Purchases	620	
2658			2073	
1453		Less Stock on Hand 30.4.77	646	
1205				1427
$380		**Net Surplus for Year**		$1275

BACK COVER:
K184-T373 near Navigator on ARHS Newlyn special. Saturday, 27th November, 1976. (Gary McDonald)

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Australian Railway Historical Society Victorian Division

ANNUAL REPORT

and FINANCIAL STATEMENT 1977-78

PRESIDENT'S REPORT

The Annual Report last year highlighted the facts that the Society was in the midst of a spate of Sub-Committee members changes and an operating loss situation. Naturally the new Council took every opportunity to help the new Sub-Committee members to settle in and through the Finance Sub-Committee, all expenses were strictly controlled and our operations once again are out of the 'red'.

Particularly rewarding has been the visits of Sub-Committees to Council meetings. These joint meetings helped greatly with the consolidation of our affairs.

It is unfortunate to say the least that words are unable to adequately portray the hours involved or the dedication behind the reports which appear in the following pages.

At the Annual General Meeting, Peter Keen and Frank O'Shea were elected to Council in place of Robert Carlisle and Ron Hessey. Our thanks go to Robert and Ron for their service on Council, fortunately for us they have continued to serve on Sub-Committees.

Gary McDonald did not nominate for reappointment as Treasurer as he has accepted a similar position with G.S.P.S. and we wish him well in this new area of service. Museum Sub-Committee Chairman, Gerald Dee, and members Lindsay Davies and Rowley Evans did not seek reappointment. Rowley has given good service to the Museum for many years for which we thank him. Gerald and Lindsay gave of their time during the period of re-organising the museum affairs and certainly played a major part in the changes which have taken place at North Williamstown. Thanks for a job well done.

The Archives Sub-Committee was reconstituted this year and for the first time for well over a decade, Bob Whitehead is neither on Council or a member of a Sub-Committee. Members will be aware of the many roles Bob has had within the Society — thank you hardly covers our debt to Bob.

The Recording Sub-Committee has been quiet for some time, however this year they have concentrated on reproducing 'Night Shift' to be followed by a record featuring steam operations in each state of Australia.

To our Public Relations Officer, D. Potts, goes the credit for suggesting to VicRail that the 25 years of V.R. Diesels should be recognized. As you are aware, this suggestion was taken up by VicRail. Don was also heavily involved with the Cavalcade of Transport in January last.

The Tours Sub-Committee continues to operate successfully, however it must be very frustrating to its members when trying to organise tours without access to Working Time Tables. It is necessary that VicRail overcome this deficiency quickly.

When the Museum were planning the 15th Anniversary celebrations for North Williamstown it was only natural that an invitation to attend was extended to Mr. G. F. W. Brown because it was he who gave the 'green light' for the Museum to be set up. It was my special privilege to welcome George to the Museum on that day for our association goes back prior to my membership of the 'Hystericals' as George calls us.

After all the setbacks that the Rollingstock Sub-Committee has had through vandalism, etc. it is understandable that they did not undertake any preservation for the Society but confined their efforts to the Vintage Train.

A major success story, perhaps the major success story for the year, was the V.R. Diesel Pictorial put out by our Publications Sub-Committee and put together by John Dare. The first print was sold out before the book went on sale to the public. Following on from this success, the Publications Sub-Committee put a suggestion to Council that the sum of $2000 be set aside from the profits from V.R. Diesel Pictorial as a publication fund. Following a recommendation from the Finance Sub-Committee, Council decided not to accept the suggestion on the grounds that it is far better to examine each publication proposal on its merits and make funds available for each viable proposition in full and not limit the expenditure to $2000 nor would publications have to wait until the $2000 became available from the previous publication.

Sales this year showed a great increase over the previous year. This Sub-Committee is very active and although Peter Barry, because of his transfer of place of employment, had to cease acting as Sales Mailing Officer, his place was immediately taken by Ron Hessey. Peter has been very active in Sales — thanks Peter.

The Slide competition has continued to be a very enjoyable part of the Entertainment meetings with increased numbers of slides being submitted. Our thanks to all participants. Although the attendances at our Entertainment Meetings have decreased slightly in recent times, the speakers and subjects have been very interesting.

Newsrail with a new team producing it has been a worthy publication and sales are on the increase. This is an active Sub-Committee who have some new ideas in the pipeline that should further improve the results.

The Film Group has knocked themselves out putting on film nights on a bi-monthly basis but

Like other years, the attendances have been down. Is this the result of colour television or what?

30 AV — the Display Car, was in the western part of our state in October last, including Hamilton for the Centenary and at Spencer St. for the Cavalcade.

During the Labour Day weekend, we mounted a display at the A.M.R.A. exhibition at Camberwell Town Hall and of particular significance to me was the rallying of members often at short notice to man the display and help with sales.

Members are aware from the monthly newsheet from S.P.C.C. that we are at crisis point with regard to steam locos and I do not propose to go into detail as the S.P.C.C. newsheet has been quite descriptive and informative. What does bear comment is the totally inadequate finance available to cover the repairs to the locos. without even embarking on the restoration of the D3 or an R.

Despite many requests to members, we have been able to fill the position of Treasurer. This lack of a Treasurer has thrown a heavier burden on the Finance Sub-Committee who have accepted the challenge and handled the Society's finances with a great degree of expertise.

You will remember I'm sure that the Annual General Meeting could not be held until November last year because the financial statement could not be completed until October. This delayed the new Council and Sub-Committees getting into action and consequently shortened the active time for the year, I set the Finance Sub-Committee a challenge in that I programmed the Annual General Meeting for July 1978. This challenge was accepted and the final financial statements were available to Council on 12th June, just six weeks after the close of the Society year. To do this, the Finance Sub-Committee had to keep on top of affairs on a continuous basis — a job well done. These comments would not be complete, however, without mentioning the part Eldon Hogan has played when as well as his many and varied efforts on behalf of rail fans, he has handled the daily chores normally carried out by the Treasurer. When the road got too rough, Eric Pretty lent a hand.

Our relationship with VicRail has generally continued on a good basis and, of course, you are aware that when the VicRail Board was unable to attend the Hamilton Centenary, the Society stepped into the breach at Hamilton and at Dunkeld where a 'borrowed' VicRail flag was unfurled for the first time at the Station.

My report would not be complete without thanking, on your behalf, the members of Council and all Sub-Committee members who have contributed to this successful year. Without their dedication, enthusiasm and hard work, our Society would not exist.

In the 1972/73 Annual Report, I made mention that I had accepted the Presidency with some trepidation, because I was relatively new to the Society. Looking back after six years I can say that the experiences I have had have been rewarding although not without trauma at times. As this is my last report to you, to all who have helped me in any way, and there have been many, please accept my humble thanks. To members generally — I have been honoured to be your President.

To the new President — I wish you well. Members get behind the new President — he will need all the help available if the Society is to remain viable.

W. C. Rapley
President

SECRETARY'S REPORT

Membership:

The following are the comparative Membership figures for the 1976/77 and 1977/78 years.

	1976/77	1977/78
Renewals	885	902
New Members	99	80
Total Membership	984	982
Bulletin Subscribers	747	737
Newsrail Subscribers	1268	1276

Although showing an overall drop of two members it is heartening to once again show that we are holding our members and in fact still recruiting to take up members who do not renew for one reason or another.

Entertainment Meetings:

The pattern shown over the past couple of years for attendances at these meetings to decline has been arrested although the numbers attending is still far to small. Good attendances were recorded for the much adjourned A.G.M. and one or two Film Group nights, however the general numbers attending seem to be static at around 80. Perhaps the Syllabus items have something to do with it, but without members suggestions as to what they want presented at these nights it is very difficult to know what items should be considered.

Council:

The lack of a Treasurer this year has hampered the operation of the Council to the extent

that the work usually done by him has to be shared out amongst the other Councillors, thereby increasing the burden upon them. It has not delayed the Treasury function as these have been given priority over other work. The Finance Committee has been able to take a lot of the work off Council and so enabled Council to devote a lot of time to the other aspects of the Society.

Sub-Committees:

The Sub-Committees this year have worked in well with Council. It is still a disappointment to me to see so much time and effort being put into various activities of the Society with no apparent member appreciation. The improvements that have been made to the Museum and the efforts of the Film Group in particular have to a large extent been ignored by the membership of the Society although in the case of the Museum, not by the general public.

A.M.R.A. Exhibition:

For the first time for a couple of years the Society participated in the exhibition held in the Camberwell Civic Centre over the March long weekend. Despite the ever present lack of volunteer help it was an item of the Society that gave me the greatest personal satisfaction. The work that was put in by the Film Group and Sales Department members amounted to something the Society can justifiably be proud of. The success of the venture showed to me that this Society has something that it can show to the general public and that the general public wants to see. It is to be hoped that we will be able to repeat our success at this years exhibition.

Farewells:

During the year Council accepted the resignation of Shane McCarthy as Honorary Solicitor of the Society owing to an impending overseas trip. Shane has given much invaluable legal advice to the Society over the years that he has held the position. Our sincere thanks are extended to Shane and best wishes for his trip overseas.

Our second farewell will be at the A.G.M. when our current President will be retiring after a record 6 years of office. During this period he has seen many changes to the Society and to the officers of Council. During my term as Secretary he has been an invaluable source of information, guidance and support.

General:

As I said in the last Annual Report "the greatest enemy of this Society is the general apathy of its own members." The almost total disinterest in what happens at Council meetings and just what the Society is about is disturbing. Council is almost self perpetuating as there are very few members who are not already tied up with the Society willing to stand for Council. One hopes that this position will change in the near future. Councillors are always willing to discuss matters with members either direct or via the telephone. We are always ready to listen to criticism and to either explain the position or correct the siuation, if possible.

Steam Preservation in Victoria is at the cross roads. At the present time we have one serviceable engine, all others held for our use require large amounts of money to be spent on them. If this situation is to be corrected then we will have to do a lot of hard thinking.

TREASURER'S REPORT

During the financial year ending on 30th April 1978 the Society recorded a consolidated nett surplus of $4378 (previous year $1048). It was particularly pleasing to see the improvement in the Members' Accumulated Fund proper (disregarding the various Preservation Funds) with a surplus of $6463 (previous year a deficit of $2092). While strict budgetry control over expenditure has been exercised by the Finance Committee, this year's satisfactory financial result was due almost entirely to the great success of John Dare's "Diesel Pictorial" — a tribute to the compiler and the Publications Committee, not only as regards the high standard of the book but also their successful marketing so that the book was completely sold out soon after publication. As a result, the Sales Department reported a nett surplus of $8477 (previous year $1433) with a slight overall reduction of stock on hand. The nett surplus from Tours of $3657 ($4597) after payment of $7152 ($4266) to the Steam Preservation Coordinating Committee for locomotive maintenance also made a significant contribution to the Society's general liquidity. The Income and Expenditure Statement (page 24 of this Report) confirms how necessary are the surpluses from Sales and Tours to the general running of the Society. Direct services to members, administrative and other general expenses add up to almost double the income from membership subscriptions, and then there are the costs of maintaining other groups, such as Archives and Film Group, which are not directly revenue-producing.

The Preservation Fund (Railway Museum) account shows a deficit for the year of $2120

nst a surplus for the previous year of $382. However, as recorded on the detailed Museum Income and Expenditure Statement (page 25), this deficit is after major expenditure on Locomotive Restoration of $8051 ($1539). Over the two-year period, therefore, the Museum has actually recorded a surplus of $1262 after an expenditure of $9590 on major restoration of exhibits, entirely financed out of day-to-day revenue — a very satisfactory state of affairs indeed. Council has recently accepted an expert valuation of $18,450 for the exhibits which are actually owned by the Society; these have not hitherto been included in our list of assets, but will be added in future.

As shown in the Balance Sheet (page 22), it was possible to reduce the amounts shown against Debtors and Creditors to virtually current month outstandings. All payments are made out of the C.B.A. General Account, and the overdraft shown against this account at balance date is offset by the credit balances in Museum Account and the Commercial Savings Bank Investment Accounts. It was not practicable to reimburse the General Account prior to the closing of books at balance date, but this was done soon afterwards. Also subsequent to balance date, low yield Commonwealth Special Bonds to the value of $2000 have matured and this sum has been reinvested in the best value Commonwealth securities available, giving a yield of 9.9% on our investment.

Council, on the recommendation of Finance Committee, resolved that membership fees should remain unchanged for the coming year. It is hoped that this may encourage a renewed growth in membership, which has tended to remain stationary for the past three years at just under the 1000 mark. Subscriptions to "Bulletin" and *Newsrail* have been adjusted so that these publications will continue to do slightly better than just "break even". In the coming year nett proceeds from Tours cannot be expected to show any great increase. For Sales revenue to be maintained, let alone increased, a regular flow of new A.R.H.S. productions is needed, and it is hoped that these will be forthcoming. On the expenditure side close scrutiny of budgets by Finance Committee will extend to a review of administrative expenses, particularly "Postage and Telephone" which is at present taking up more than half of each membership subscription. It is hoped that the support given by all groups during the eight months when there has been no elected Treasurer will be extended to the new incumbent when one has been found to undertake the duties of this essential Society position.

Eldon J. Hogan
Acting Treasurer

ARCHIVES REPORT

During the past twelve months since the changeover from Officer control of the Archives material to Committee control this material has been and still is in the course of being sorted, catalogued and made available to members and interested persons for research and similar purposes.

The Committee has had several requests for information of railway workings and history from the general public and in nearly every case the information has been supplied.

Donations, acknowledged monthly in the Members Newsletter, have increased the amount of material for which space must be found and therefore it is proposed to resume and restore the third room on the down platform at Windsor and use it for the storage of Archive photographs and so release a great deal of space in the two main rooms for documents, books etc.

Complete sets of A.R.H.S. Bulletins, Divisional Diaries, Newsrails, Railway Transportation and yearly sets of V.R. Weekly Notices dating from 1911 as well as Parliamentary papers from 1854 and V.R. Annual Reports dating from 1859 are also in the Society's possession and are available for reference. Over one hundred of these volumes have been bound as part of a continuing program to collate and preserve our documentary history.

A considerable number of station and signalling diagrams, locomotive and component parts drawings, maps and sundry plans are currently stored in the meeting room on the up platform and a great deal of interest has been shown by the Signalling Record Society in the diagrams.

After consultation with Mr. John Buckland and Mr. Keith Buckland a satisfactory system of photograph and negative indexing has been evolved and work has already started on sorting, registering and indexing the approximate 10,000 photographs and negatives in the Society's possession. The Committee wishes to place on record its appreciation of the time gladly given by these two members.

Work will also commence on the up-dating and enlarging of lineside and locomotive notes.

The Archives Committee reminds members that a wide variety of research material, which is not available readily from other sources, is held at the Windsor station for their use.

PUBLICATIONS

The 1977/78 financial year has been rather disappointing, both with respect to the number of projects completed and Council's decision to reject the proposal to establish a publications fund with $2,000 of the uncommitted windfall profit derived from the release of the V.R. Diesel Pictorial.

Our greatest moment was the release of John Dare's *Diesel Pictorial* in November 1977. Brilliantly conceived and executed with an in-depth pre-publication drive to members and railway men, the 3,000 run was sold out within three months before we even had to pay the printed bill!

A second limited run of 1,000 has now been authorised and copies are again available for those who missed out. Our congratulations to John for his magnificent effort not to mention the Societies appreciation to both VicRail and the AFULE for strong support in the pre-publication coverage.

Advice has just been received that services on the Daylesford line will be withdrawn in June. To mark the event after 98 years of rail services to Daylesford it is intended to produce a lineside guide based upon a very comprehensive manuscript prepared by Murrell Osborne, a member of the Archives Committee. Locality maps, station plans and a wide selection of photos from our archives and private collections have been prepared for inclusion in the booklet which is expected to be published in August.

In addition a manuscript has been received from Keith Turton entitled 'Steam's Last Decade', to provide the basis of a comprehensive pictorial/text publication on the last 10 years of steam operation on the V.R.

The committee has been fortunate to co-opt the services of Jim Harvey and Jack McLean to edit a most exciting manuscript initially started by various members but completed by David Beardcell. The manuscript is the story of the Outer Circle Railway, undoubtedly Melbourne's most well known edifice to the railway mania of the 19th Century.

Many original maps, photos and documents pertaining to construction, the politics of the day and partial closure have been collected.

Other projects including 'Narrow Gauge in Australia' and the 'Garratt' book continue, but production is not likely for some time. The R class book manuscript is 75% completed. Len Whalley, presently residing in New Guinea, has kindly made available photos from both his own and his late father's collection, and valu[illegible] technical information has been received from one of the members of the original design team.

Having said the good news, now for the not so good tidings... We regret our inability to produce the long awaited reprint of further back issues of *Divisional Diary*. We know we promised it a year ago, and **it is hoped** (keep your fingers crossed) to have it completed for the A.G.M. Like-wise the 'Preserved Engines in Steam' booklet has had teething problems, but 99% of the layout, photo section and caption writing has been completed and it should follow the *Divisional Diary* reprint and be available sometime in September.

TOURS

As predicted in the last Annual Report, this year presented increasing challenges to those involved in rail tour organisation. The Tours Committee, in adopting a cautious attitude, particularly in restricting the total number of tours to almost half the recent yearly average, has endeavoured to surmount the numerous and varied problems encountered, to the best of its ability. Despite difficulties experienced, there was a somewhat surprising surplus, almost double that anticipated.

A major problem has been the worsening tendency for late booking applications. Apart from creating last minute pressure on booking officers and critical decisions for organisers, this unfortunate aspect also nearly caused cancellation of several tours. The Society must be in a position to make firm commitments with the railways, caterers, buses and other ancillary services at least 10 days before a tour — hence the Late Fee generally becomes applicable after this time. A flood of late applications (often neglecting to include the Late Fee) as late as Thursday before the tour (sometimes even on the eve or actual day of the trip) has regrettably, become a far too frequent burden on tour officials.

New volunteers are urgently required to augment the small, overworked tours team. The repetitive appearance of the same named officials is not intended, but mainly due to the fact that others have not made themselves available. The Committee encourages and trains new volunteers and is pleased to record the valuable contribution rendered by several young members.

Planning of tours is made all the more difficult by the continued official embargo by

Victorian Railways refusing to supply current Working Time Tables to the Society. Working Time Tables include details of all passenger and goods train operations, important information vital in drawing up reliable schedules for our special trains. Thus, it is almost impossible to accurately plot the passage of a special train in relation to requirements of other trains scheduled to run. Much time and frustration is generated compiling 'guesstimates'. This can have disasterous repercussions, particularly when special trains are required to be at certain places at certain times, such as railway centenaries. Recently, the Society was invited by the Victorian Railways to jointly organise with the Department a tour on behalf of the Queen's Royal Silver Jubilee Appeal for Young Australians. Visualise the pit-falls trying to work out the schedules for not one, but two special trains, both having to negotiate the busy suburban rail network and then work clear of regular country trains, with the imperative aim of connecting with special transfer buses at separate destination stations. Forced to use the public Train Times booklet which does not include goods services, volunteer officials anxious to assist wasted many hours trying to make reliable plans with this unsuitable publication. Imagine their bewilderment when attempting to schedule a special to Moe with the need to pass regular trains enroute, only to find that where such trains run express at certain places no intermediate times are given for these stations in Train Times. In contrast, the railway departments in South Australia issue without question all circulars and publications referring to working time tables and special trains to the Society in that State.

It is pleasing to again be able to report that the co-operation and enthusiasm of crews and railway staff has contributed considerably to the enjoyment and success of most tours for which our grateful appreciation is tendered.

During the year Council and the Committee adopted a Tours Charter capably drawn up by member, John Barnes, now of Darwin.

There was a good response to the Tours Questionnaire issued to all tour patrons. Basically, replies confirmed the Committee's policy of rationalising tours and conserving surviving steam locomotives by limiting loads. Hence the catch-phrase: "Don't expect the K class to do an R class job"! Even more emphasis will be given to this aspect in future. In retrospect, those who advocate that the Committee should make greater provision for the use of diesel motive-power, it may be a surprising fact of life to note that, for the third successive year (since the 30th Anniversary Tour, 1975) it has not been feasible to run an all-steam tour due to the complexities facing tour officials during the second half of the 1970's.

The first tour, on May 28, of a circular route to Sale and Stratford in Gippsland was organised by Shane Moore with Ronald Hessey handling the bookings. Use of main line electric loco to Warragul and steam beyond proved popular and operationally expedient. Although departure was delayed due to faulty brakes and late arrival of the electric locomotive, amends were soon made with fine performances by modified cab, L1171 and veteran K153. The line from Melbourne to Sale was opened in five separate sections. A dirth of requests to run Centenary Specials for each section has not been viable although a brief ceremony was held during this tour at Sale to commemorate the Morwell - Sale anniversary. The Centenary of through running right from Melbourne to Sale is expected to be celebrated in April 1979.

Following the success of the South Australian Weekender in 1976, a heavy influx of applications for the New South Wales Weekender, Queen's Birthday weekend, June 10-14 resulted in a lengthy waiting list. Once again Victorians were afforded an enthusiastic welcome by their interstate hosts. Success of the tour was due to the good co-operation and hospitality of: New South Wales Rail Transport Museum Society, Zig Zag Railway Society, South Pacific Electric Railway Museum Society, Parramatta Park Steam Tramway Society and the A.R.H.S. — N.S.W. Division. Even two vintage double decker buses used by the party earned hearty three cheers in busy Pitt Street, Sydney. Organiser was Donald Potts and Booking Officer, Peter Keen. The Victorians were, without choice, able to see and experience first hand heavy passenger patronage on N.S.W. regular trains during holidays. Most of the party had to stand in crowded corridors from Picton to Sydney while New South Welchmen sat comfortably in V.R.'s V.F.W. (former Broad Gauge BW's) carriages utilised on the N.S.W.P.T.C. trains.

The Silver Jubilee of V.R. main line diesel electrics was marked by the Society on July 16 with a round-tour to Donald via Castlemaine and Maryborough, returning through Ballarat. Old faithful, class leader, B60, *Harold W. Clapp,* resplendent in a fresh coat of paint did the honours this side of Maryborough. A memorable feature was the spirited doubleheading from Maryborough to Ballarat with the K unexpectedly seizing the leading position from the B. Although this was the first day tour to Donald for 11 years and the importance of the occasion, support from Melbourne was disappointing. A deficit was avoided mainly through local patronage from Maryborough. Congratulations are due to Peter Keen organising his first tour

with assistance from Shane Moore and Booking Officer, Ronald Hessey.

Late bookings and poor patronage almost caused cancellation of the Alexandra tour on September 10 organised by Bruce Payne and Booking Officer, Wayne Brown. With the resultant lighter load, steam was used throughout except for compulsory diesel assistance through the tunnel tender-first on the forward journey. Lack of patronage was surprising as it was the last opportunity to travel over the spectacular Alexandra branch line on a Society special before closure.

After three years trying, the A.R.H.S. finally got the green-light to visit Mildura during September 30 - October 3. Travel to and from Mildura was per the *Vinelander,* an interesting train which, with a predominence of old but comfortable wooden rollingstock still retains a pleasant old-world charm not found in modern all steel interstate expresses. Yelta and Meringur (bus to the closed terminal, Morkalla) were inspected by special trians. Highlight of the Mildura Weekender was inspection of Brunswick Plaster CSR Mills Company's privately operated Nowingi towards Millewa South Railway. New Y413 identification plates were presented by the Society and unveiled on the dieselised former Y class steam locomotive. Also on display were the Company's earlier locotmotives, "IB" and "Cleis". Passengers enjoyed a brief ride in open wagons behind Y413. The 1500 km tour was organised by Donald Potts and Booking Officer, Ben Reid.

The Hamilton Centenarian was indeed "The Big One for '77" with 440 passengers. In view of the importance of the occasion, the Department was expected to expedite the passage of The Centenarian, but this was not to be. Wrong carriages, incorrectly routed behind a slow Walker D.R.C. to Werribee, cumbersome shunting at Gheringhap, speed restrictions across The Plains, slow water supply at Derrinallum, altered arrangements enroute, a points failure at Ararat and the long train all culminated in a very late return home to Melbourne at 3.40 am (Day Light Saving Time). Although concern was expressed by Council, not one complaint was received from passengers. The Committee being of the opinion that no matter what type of motive power used, the special could never have reached Hamilton on time.

For the first time a Total Fire Ban Day declaration has caused a Society steam special to be substituted with diesel traction, as was the case for the Yarram tour, November 26. As the ban was only imposed the evening before the tour it was then too late to defer the trip. Some 40 patrons with a strong bias towards steam refused to accept the alternative motive power and cancelled. Those who stuck with the Society during the emergency were rewarded with an enjoyable tour behind B64 which hauled the special back home 25 minutes early. Organiser, Shane Moore and Booking Officer Ronald Hessey were not envied with their problems.

The last tour, February 11-12 was a weekender to Oaklands and Bright organised by Peter Keen with Ian Vertigan acting as a Booking Officer for the first occasion. Travel was per regular services to Benalla and special diesel electric rail motor (56RM) beyond. Another enjoyable tour, but a somewhat premature end to the tour program.

Plans for two other interstate tours did not become a reality. A proposed Farewell *Tasman Limited* was not proceeded with, due to likely difficulties in chartering special trains since the Australian National Railway Commission took over Tasmanian Government Railways. Also, the *Limited* now only runs thrice weekly and the whole railway system closes down from Friday night to Monday morning making weekend tours impossible. Preliminary advice as to the uncertainty of arrangements for the Junee Railway Centenary deterred participation in this event. The annual summer tram tour was not forgotten, but deferred due to the Cavalcade of Transport which featured tramway operations in January.

RECORDING GROUP

During the last twelve months the Recording Group has regretfully been rather inactive due to personal committments of the past convenor. Early in 1978 member Keith Buckland became convenor of the group with Chris Kaylor-Thompson as Council Representative and Charles Craig as Consultant. Both Keith and Charles worked together in the early years of the recording group. The first project of the new group is the urgent repressing of our very popular NSW recording of "Night Shift". Some delays have been experienced in negotiations to produce a cassette version of Night Shift as well as a disc. These have now been overcome and "Night Shift" should soon be available again. On the new record scene initial work is already underway for our next record. The new production will be a selection of recordings from every State of Australia. We hope to have this one on the market by the end of 1978.

FILM GROUP

The running of activities and organisations by voluntary workers is always fraught with problems and not more so than when these problems are added to by difficulties with unpredictable or fickle patrons or audiences. The morale of voluntary workers depends so much on a belief in the value of the work being carried out and its appreciation and support by the audience. This has especially concerned us in the past year with the general declining support for the Society's activities.

Until recently this had not affected the Film Group but this too is now feeling the effects of variable patronage. For some screenings members come in droves, but for others they **stay away** in droves. The planning of annual programmes of film activities is made all the harder. Consistent support of a hard core of members is better than a flash flood and then next month virtually none at all.

Screenings:

The gripe above especially applies to screenings. These were held in general on a bi-monthly basis at the National Mutual Theatrette and the Victorian Amateur Cine Society Theatrette. A special thanks to the organisers at each and the projectionists concerned for a job well done.

A newsreel production project continued throughout the year to provide items for inclusion in each programme. Items filmed by the Film Group production team included broad and narrow gauge action both in Victoria and even interstate. The excellent level of co-operation in the production group both on camera and sound has made this a valuable activity within the Group.

Specialised programmes were devoted to features: a long-overdue revival of the classic wartime French rail epic: *Battle of the Rails,* Disney's delightful *Dumbo* (a screening unhappily almost completely ignored by members) and the great action drama: *The Mercenaries* (equally neglected!) Not forgetting our potted history of the Archives, Buster Keaton's immortal *The General* and David Shephard's fascinating love affair for steam locos and elephants: *The Man Who Loves Giants.* Then too there was *The Making of Sunday* (too far away). On this occasion we were fortunate to have the actor Gerry Thomas with us. Gerry appeared in *Sunday* and very kindly agreed to speak to the audience about shooting the rail action for the film and earlier experiences of a railway nature in Britain. Thanks Gerry for a great night.

The 1977 Annual Film Night was back in good form with the hilarious Japanese feature *Bullet Train.* Not forgetting the feast for British steam fans: *Scarlet, Ebony and Gold.* For sheer weight of famous locos this film would be hard to beat.

In all one of our BIGGEST years for rail films. It's sad that this should coincide with the lamentable decline in audiences.

Australian Model Railway Exhibit

Our first attempt at display building! The Film Group with the Sales Group joined to man the special tunnel exhibit over the Moomba weekend. The tunnel consisted of a walk through photographic display area and rear projection cinema operating continuously throughout the Exhibition.

The generous help and enthusiasm of all who helped in the building and manning of the exhibit is gratefully acknowledged. The continuous crowds were a constant proof of its popularity at Camberwell.

We hope to see the Society represented and promoted at many more of these occasions by the tunnel and its associated displays.

Production

As mentioned earlier, this has been an area of considerable satisfaction to the Committee with the successful rail newsfilm project. However, there is still room for more work on special projects like the archival steam and modern STEAM promotion projects.

At least in the meantime the Archives have gained with the addition of valuable newsreel footage.

Film Sales

Surprisingly, despite limited publicity, sale of the three films on the sales list have continued at a steady rate. Titles are: *Seven-O-Four* (last run of R704), *Epitaph* (end of V.R. steam) and *Twenty Five Years in Steam* (the Division's 25th Anniversary Tour).

A stepped up sales drive is planned (hopefully with new additions to the sales list) by the Committee's new member, Alan May.

Archives

A slow but steady increase in the film archive holdings has continued throughout the year. The most regrettable problem, however, has been the escalating prices of TV news items. This has meant that it is becoming almost impossible to obtain copies of television footage for preservation in the archives. It is recognised that colour television has boosted costs of production but the high cost margins added by the stations virtually deter any possible purchasers.

Additions of note to the archives included the State Insurance Advert: 'At State You Rate' and excellent behind-the-scenes footage on the production of the advert.

Thanks to all companies and individuals who helped us with acquisiton of archive film during the year.

An up-to-date catalogue on the archives will shortly be available.

A limited hire library is operating for members and catalogues are available setting out charges and conditions of hire.

Film Competition

After an unsuccessful attempt to launch the Stan Flattely Memorial Film Competition in late 1977, the 1978 competition is currently underway and judging will have been completed by the time this is printed. A big "thank you" to all members who supported the competition.

Co-operation and assistance

The Group has long enjoyed the generous help of production companies, film libraries and processing laboratories. Thank you! We also maintain contact with other Divisions of the Society, individuals and rail groups like the Brisbane Railway Film Society.

The group welcomes any queries or requ for assistance and advice.

The Future

One heartening aspect has been the strengthening of the Film Group Committee to enable the appointing of specialist positions to deal with the different areas of activity within the Group: John Ellams as Archivist, Bill Ellams on publicity, Doug Kidd on programmes with David Milk as programme advisor, Alan May on film sales and Roger Seccombe on film production and officer-in-charge.

The less heartening area is the cost/audience spiral: the one up, the other down. We still face the same difficulties as in previous years but now all the more heightened, the rising costs of hiring films; buying footage for the Archive collection; hiring theatres; but where once we enjoyed magnificent support from members, either because of colour television, waning interest in railways, or perhaps even too much of a good thing, members seem to be deserting their Society's activities.

We in the Film Group are acutely aware that these problems aren't just affecting one or two sub-groups but that the whole Society is the poorer for this waning support from members.

SALES DEPARTMENT

The financial statements for the year just concluded reveals an encouraging improvement in revenue from 1976-77. This is due to the immediate success of *Diesel Pictorial* our only production during the year, the first printing of 3000 books selling out within 3 months through a highly successful and well planned pre-publication offer. Our Trade sales of this publication were also much in excess of our expectations which continue to flow in until at the end of the year many unfulfilled orders are in hand awaiting a reprint of 1000 books.

We have during the year, offered for sale to members a selection of commercial publications on railway and tramway subjects resisting the temptation to move out of Australiasia, an area adequately covered by a sister body and hobby shops around Melbourne.

Perhaps this policy is open to criticism but why aggravate our tight money situation by purchasing slow moving stock. Our experiment this year of ordering stock on consignment for two special occasions was highly successful, furthermore we have been able to control our stock level, a subject under some discussion at our last Annual General Meeting.

Throughout the year the Sales Department was active on all meeting nights but because of falling attendances the contribution to our overall performance was extremely disappointing. Society Tours were again a most successful aspect of our trading, we are thrilled with the support we receive from our tour clientele. The Annual Film Night was a disaster for sales and unless more support is forthcoming sales will not be present in future.

The Museum's 15th Anniversary in November and a special day in April were opportunities to open the Sales Hut under our arrangement with that Committee. Both outings were highly satisfactory. A Special event we participated in was the Australia Day Cavalcade in conjunction with the Vintage Train Committee and A.R.E. This was a profitable exercise for the Society as our publications sold well and our arrangement with G.S.P.S., N.S.W. and S.A. Divisions of our Society proved highly succes More suitable settlement arrangements will need to be in force for a repeat of this joint operation, the aftermath of this event leaving a lot to be desired.

Certainly our most successful venture was the A.M.R.A. exhibition for 4 days over Labour Day Weekend in March. The magnetism of our film display brought all visitors to our stand (or so it seemed), from which they were encouraged to purchase from our large displays again augmented by stock from G.S.P.S. from

ch further supplies had to be obtained dur-g the exhibition. As a co-operative venture between the Film Group and Sales both committees feel justifiably proud of our achievement at Camberwell in bringing our Society to the notice of the general public.

Listed below is revenue from major events throughout the year which serve to illustrate the "highs and lows".

A.M.R.A. Exhibition $1143.00; Transport Cavalcade (A.R.H.S. Component) $626.00; 10 Monthly Entertainment Meeting aggregated (June Meeting unavailable) $1223.00; Film Night $28.00; Alexandra Tour $332.00; Yarram Tour $368.00; Museum open days (2) $234.00; Hamilton Tour $702.00.

During the year we lost our dependable Mailing Officer Peter Barry, who moved to the country in his employment but he remains on the committee and assists on tours when possible and for his efforts we are very grateful, but as sure as one door closes, another opens as Ron H[illegible]sey took over and immediately set about t[illegible]ng up the Sales Department at Windsor besides all the myriads of jobs associated with mailing of orders and preparing of cases for tours and meeting nights, no job is too much trouble for Ron and as Marketing Manager I feel very priviledged indeed to have such a willing worker on my Committee. Other duties prevent me from taking an active part in Sales on Meeting Nights and assistance from Lionel Rickard is greatly appreciated on these occasions. Members who assisted us at A.M.R.A. were numerous but our special thanks to Mr. & Mrs. Jim Beggs for their effort on Sunday, the difficulties of Friday were solved by Ray Bruce, also Mr. & Mrs. Ian Lornie who are always willing to assist. Space precludes further details but will all who helped please accept our sincerest thanks.

Eldon Hogan has been on hand at all times to offer guidance and inspire us to achieve our goals.

Our future for the ensuing year appears bright with more publications scheduled and a couple of long awaited recordings due to be relased early in 1978/79.

EXHIBITIONS

A display of historical photographs was exhibited at the Colac and District Historical Society's gallery July 1977. The display featured the Melbourne - Port Fairy, Crowes, Alvie, Cressy and Ballarat lines.

The "Historical Display Carriage" (30AV) went on display for one week from 24th to 29th October at Hamilton railway station in connection with the Hamilton Railway Centenary. Society member and former Secretary, Barry Sykes acted on behalf of the local Centenary Committee, and assisted with arrangements for 30AV, as well as providing photos and other material about Hamilton for the display.

The "Historical Display Carriage" was also sent to Murtoa for the Centenary of the Shire of Dunmunkle, but unfortunately an S.E.C. strike prevented the carriage from being put on display.

The Cavalcade of Transport held on the Australia Day Holiday, 30th January 1978, again saw the "Historical Display Carriage" in service at Spencer Street Station. The display at Spencer Street was held to mark the completion of the History of Transportation Mural. The celebrations included steam trains, trams, horse drawn vehicles, motor cars and buses.

ENTERTAINMENT

Entertainment meetings were held at the National Mutual Theatrette. Attendances at meetings have continued to be only fair, a[illegible]ugh the committee is taking steps to i[illegible]ove this situation.

Syllabus items presented during the Year

1977	May	Mr. Jim Paterson — The A.F.U.L.E., A Railway Union and its role in the Railway Industry.
	June	Film Group.
	July	Mr. Ian Imire — A.S.E.A. Electric Traction Development.
	Aug.	Members' Slide Night.
	Sept.	Members' Movie Night.
	Oct.	Film Group.
	Nov.	Annual General Meeting — including a selection of banknotes featuring a railway motif, by Arthur Straffen.
	Dec.	Annual Film Night.
1978	Jan.	Mr. M. C. G. Schrader — North American Public Transport 1977 — A Study.
	Feb.	John Gardner — 8 mm movies of South America.
	Mar.	Film Group.
	Apr.	Mr. L. Helsby — Experiences of an Engine Driver.

STEAM PRESERVATION

During 1977-78 S.P.C.C. continued its role as the body to co-ordinate with Victorian Railways the efforts of all those concerned with the continued preservation and operation of steam locomotives on the V.R. broad gauge. On the joint Committee the Association of Railway Enthusiasts and ourselves each provided three delegates.

Incorporation of a separate company limited by guarantee under the title of Steamrail Victoria to take over the tasks of S.P.C.C. has been under discussion for some years, there has been difficulty in reconciling the views of interested parties as to just what the detailed role of the new body should be, but full agreement has now been reached, the final drafts of the Memorandum and Articles of Association have been submitted to the solicitors, and it only now waits for the Law to take its course.

Meanwhile, most of the public activities of S.P.C.C., apart from the Vintage Train, are conducted under the name of Steamrail Victoria.

Statistics

During the 1977 "steam season" 45 steam-hauled trains were arranged: 5 for the Society (plus one which on the day had to be diesel-hauled because of an early Total Fire Ban day in November), 6 for A.R.E., 1 under direct Steamrail auspices (shuttle services for the Railway Museum's 15th anniversary), 14 Vintage Train trips, 17 charter trips for various organisations and two for filming purposes: K184 with the Vintage Train at Ballarat for "The Getting of Wisdom" and K153 (its first appearance in films) at Spencer Street for "The Sullivans". An extra diesel-hauled "division" was arranged in connection with one charter (both K's being already booked) and, in addition to the A.R.H.S. trip mentioned, the early onset of the Summer Fire Bans at the end of 1977 caused a charter trip to be dieselised and another one cancelled. During the same period three charter trips were cancelled due to the financial situation following the Victoria power strike. For the first time for some years VicRail promoted a steam train on its own account, to the H.M.A.S. Cerberus "Open Day" at Crib Point, but unfortunately K184 was out of action (see below), K153 was required for the Vintage Train and the VicRail trip had to be diesel-hauled.

Motive Power

The two K's continued to be the only engines available for traffic during the year. K153 was utilised on 32 occasions and ran 9412 km (compared with 20/4639 the previous year). K184 was utilised 15 times and ran 3255 km (26/6250 in 1976). Both engines were utilised in relay on two occasions, the Vintage Train Mystery Trip and the Hamilton Centenary, making 47 "usages" for 45 trips. The actual locomotive distance travelled in 1977 was 12,667 km, 1778 more than for 1976. For several periods K184 was out of service. While both engines passed their boiler test in the early part of 1977, K184 needed extensive ashpan repairs; temporary repairs were made but in November the engine was "failed" until a new ashpan could be made. Following representations further temporary repairs were made so that it could participate in the Cavalcade on 30th January, after which the new ashpan was made and fitted in time for the 1978 "season" in April. K184 was just settling in when the main internal steam pipe failed early in May and it appears that it will be out of action for some months.

The Railways have been asked to hold K190 (which also has a failed internal steam pipe) as a spare engine. S.P.C.C. has given considered thought to the provision of additional motive power, including at least one "R", and has appointed a group of experts to discuss the feasibility of early restoration of one of the spare stored engine.

The Cavalcade of Transport

The Cavalcade, held in the Spencer Street area on Australia Day Monday, 30th January 1978, has been covered in detail in *Newsrail* and the background in the monthly Steamrail reports to members which have been issued regularly since December 1977. S.P.C.C.'s principal task was the organisation of the 11 steam trips to Caulfield, hauled by a "K" on the outward journey and by two "E" electric locos on the return. A total of 5491 passengers travelled on these trips, of whom 5247 were booked by our volunteer booking clerks at Spencer Street. Steamrail, on behalf of the combined rail group societies, also suggested to VicRail the old and modern rolling stock which should be included in the display, wrote the descriptive notes and arranged for location diagrams to be printed. D3 639 and J515 were included in the display. The V.R. effort, although it left something to be desired, would have been much less effective were it not for a joint letter addressed to the Chairman of the V.R. Board, Mr. A. G. Gibbs, by the Presidents of A.R.H.S. and A.R.E. and the Chairman of S.P.C.C.

The Cavalcade as a whole was a great success and the Premier has already requested a "repeat performance" for Australia Day 1979. We feel that our efforts for steam preservation have been boosted by the Cavalcade, with good impact not only on the public but on members

[illegible]he State Government and senior members of [illegible] Public Service. Needless to say, we hope to capitilise on this in due course.

Financial

In last year's Report it was mentioned that Steamrail expected to be in a position to start building up a reserve fund against future major expenditure. However, VicRail's loco maintenance charges have skyrocketed as shown by the table below, which gives the total for each half-year for the two K's combined:

1974	Jan.-June	N/A	July-Dec.	$6554
1975		$4745		$8595
1976		$5974		$7670
1977		$23407		$17407

In the latter part of 1971 K184 was out of service for lengthy periods as noted above. In December we were advised that the ashpan replacement and other necessary repairs (some of which we had been trying to have done for several years) would cost $13,500, which would be required to be paid in advance. While for the work done this quote was probably not unreasonable, the charges of $14,095 for K184 included in the 1977 figures certainly are. And then early in May 1978 the main internal steam pipe failed — V.R. estimate, $25,000 and four months' work! (We have asked for approval to have an outside firm quote for this work).

Needless to say, we have declined to pay the 1977 charges in full and have asked for a full investigation. Whlie the full amounts claimed by V.R. are shown among the contingent liabilities below, we confidently expect that a proportion will be remitted following an impartial investigation.

Following is a summary of S.P.C.C.'s financial position as at 30th April 1978:

Operations account Cash in bank, less current creditors		$6780
Preservation account: Cash in bank	767	
Invested at 10%-9½%	17000	
Accrued interest	553	
Current debtors	488	18808
K184 Restoration appeal	6852	
Less invested as above	4000	2852
Vintage Train Sales Dept. accumulated surplus (stock) estimated		2600
Other assets (including V.R. Deposit account $1000)		1417
		$32457
Contingent Liabilities: Claimed by V.R but in dispute (in part)		$33069
Estimated income from Steam Maintenance Contribution to 30 6 78		$10373

ROLLINGSTOCK PRESERVATION

In 1973 the A.R.H.S. Rollingstock Committee suspended its own preservation program to launch the Vintage Train Restoration Project on behalf of the Steam Preservation Co-ordinating Committee. During the next two years Committee members aided by other volunteers gave their all towards this most extensive task which consumed $8,200 and 7,400 volunteer manhours. Details of the somewhat unbelievable and demoralising outcome of this Project have been recorded in previous Annual Reports.

As from 1st July, 1974, the V.R. accepted responsibility for maintenance of Vintage Train Rolling Stock. However, during the next 2½ years the Department again allowed the carriages to deteriorate through neglect. Finally, in desperation to ensure that the Vintage Train would look presentable for the Cavalcade of Transport last January, Steamrail volunteers repainted it under difficult conditions out in the open at Windsor Goods Sidings where the weather and vandals created problems.

In 1967, No.45 ABL, country composite carriage built in 1901 was approved by the Department for restoration by the Society. After a light repaint by apprentices at Newport Workshops the same year for $331 paid for by the Society, this carriage was placed in long term storage, firstly at Railway Museum and later at Newport Oil Store Sidings. Some 2,000 voluntary man hours of painstaking interior restoration has progressively been wrecked by vandals to such an extent that the future of No.45 ABL is in serious doubt. Little wonder then that the Committee, having endured the ravages of vandals and the elements feels disillusioned at being further officially discouraged in its good intended aims at preserving the State's railway heritage. The Department has now demanded payment of $480 "maintenance charges" on No.45 ABL at a rate of $240 per annum for the two years, 1st July, 1972 to 30th June, 1974, when in fact the carriage has been immobilized out of service for 11 years without receiving any attention from the Department. Thus, as indicated in the Financial Statement elsewhere in this Report, the Committee's hard earned funds raised through special efforts over the years for restoration purposes have been reversed into a deficit for "maintenance" that never has and never is likely to occur. Steamrail has also been required to make similar payments including one Vintage Train carriage which had been stored as a source of spare parts and later scrapped.

Also in 1967 the Committee initiated moves for the retention of suburban electric swing-door rolling stock with the acquisiton of 88 year

old trailer, 12BT and driver-trailer, 24D. When regular swing-door services ceased on 26th January, 1974, joint representations with the Association of Railway Enthusiasts resulted in motor carriages 107M and 137M being set aside. Last year a "Doggie" admirer donated $700 towards restoration expenses. Subsequently, both A.R.H.S. and A.R.E. members were circularised to solicit support for this project. Before major expenditure is authorised, both societies will need to appraise the economics of swing-door retention, particularly in regard to the likely patronage and high costs charged for running electric trains could threaten the viable use of preserved "Doggies."

In view of the destructive vandalism which has been allowed to occur and the fact that no really safe location has been made available, the Committee has not attempted any further restoration work for the second successive year.

Despite its vain attempts to succeed in its endeavours, the Committee is disturbed at suggestions that "the A.R.H.S. does nothing for carriage restoration." Constructive criticism is helpful and welcomed. However, an analysis of the current "critics" reveals that these vocalists are generally those who have never contributed one second of their time or one cent towards rolling stock preservation.

The Committee is anxious to recommence restoration activities. High priority if 76AB (77WW) the last surviving V. & S.A.R. Joint Stock, Mansard Roof carriage built for the first Adelaide Express for 1887. Representations are being made to the Victorian Railways for this carriage to be placed inside Newport Workshops and approval given for volunteers to work on it under cover. When completed, it is proposed that this vehicle be added to the Veteran Train consist.

During the year, Parlor car *Yarra* built in 1906 and restored to service by the Society in 1964 has been maintained by the Department in good condition. The Committee monitors the increasing demand by outside applicants for the use of *Yarra*.

SLIDE COMPETITION

Eleven competitions were held during the year, with 12 competitors participating, and a total of 153 slides being entered.

The average number of entries per month was 14 slides. The highest number of entries was in March 1978, when nine competitors entered 26 slides, the subject being "Country Scene with distant view of Train". The lowest number of entries was in September 1977 when three competitors entered nine slides, the subject being "Train and other type of transport in picture".

A very encouraging increase in competitors has occurred since January 1978, and is continuing into the new financial year. The Winner of the 1977 Competition was Mike Schrader with 32 points. Judging of the competition was done by Allan Polglaze, who was re-elected by popular vote of the committee and competitors.

C. D. Gavan-Duffy Colour Transparency Competition

The 1977 Competition was judged by the S.A. Division. The Victorian Division was not successful in the competition, a total of 18 slides were entered by 2 members for selection.

C. G. Singleton Black and White Photographic Competition

The 1977 competition was judged by the S.A. Division, a total of 8 photos were entered by 2 members, and they were unsuccessful in the competition.

LIBRARY REPORT

Following a Council decision late in 1977 a meeting was called with a view to setting up a Library committee to get the Library fully established in its new home at the Windsor station rooms.

We are fortunate to have obtained the services of Terry Case as Librarian so that under his leadership work has commenced in cataloguing the Society's large collection of books, and magazines. As at the 30th April over 1000 items have added to the assession list with a large number still to be looked at. As can be imagined this has been a long slow process involving many hours of work.

The main problem of the library has been a lack of shelving for the display of the books for the members to be able to borrow. This problem it is hoped will be overcome early in the new financial year and members will soon be able to borrow from it.

Donations of books to the Library are always welcome as are donations of magazines either bound or unbound, sets or single copies.

RAILWAY MUSEUM

With the retirement of Gerald Dee (Chairman), Lindsay Davies and Rolly Evans at the end of the 1976/77 year, Jack Stephens agreed to become Chairman and under his guidance the Committee continued the rehabilitation plan of the previous Committee. Under Jack's Chairmanship, progress has been steady and the Committee is very pleased with the results and appearance of the Museum, as well as having a most harmonious period of development with the full co-operation of the A.R.H.S. Council and Finance Committee.

The present Museum Committee would like to express their appreciation of the manner in which the three members who retired, contributed in the efforts of getting the Museum on an even keel again during their year, as well as their previous contributions when on the Committee previously. The determined effort of painting the locomotives in the 1976/77 year continued, and as the planned programme was scheduled, it enabled us to carry out work on carriages and the entrance area.

Works Locomotives

During the year locomotives D3-635, F176, X36, and E236 were completely repainted, whilst substantial progress was made on T94 and E369. Metal cleading was replaced on E236 and T94, the tender of X36 was repaired and minor metal work was carried out on other locos. The total expenditure on metal repairs was $8470. Locomotives D2-604 and the tender of T94 are the only remaining engines requiring major metal work, although minor work is still required on some of the other exhibits. It is hoped to tackle at least one of the major jobs during the next financial year as well as restoring the cleading to A2-884, and repainting J559, the A.S.G. and No.2 Crane.

Carriages

Carriage 12AB (ex Humevale) has been externally restored and painted, and is now having the roof recanvassed. The roof of 8M has had some timbers replaced and is also having the canvas roof renewed, and when completed the Cab Controls will be replaced and the cab opened for public viewing again. New linoleum has been layed in the Norman car, the ceiling repainted, panels replaced and varnished thus greatly improving the appearance of this vehicle. Storage shelves have been built in 11AA, and it is hoped to recanvas the roof of the Torrens car, which when completed will allow a start to be made to restore 2 or 3 compartments.

Rail Tractors, etc.

Rail Tractor RT1 and the Postal Trolley were rebuilt during the year and painted along with the other Trolleys.

Museum Area

Thanks to a generous donation of many paving blocks, big improvements have been made to the Entrance ramp, Gatehouse and entrance area, as well as a path layed to the Norman Car. Efforts have been made to cultivate lawns around this area, necessitating many yards of top soil.

Museum Workers

Thanks must be given to the regular workers whose efforts are very productive, and perhaps equal the efforts of the workers of the early days of the Museum. The regular Senior workers include Peter Jones, Philip Jeeves, Michael Hughes, Fred Cooper, Kevin and Tom Clark, Mark Swaby, Wayne Layton, Gary Rowe, Jim Seletto, Ian Morrison, the Works Supervisor Graeme Precious who has done an excellent job, and latterly Gary Hughes. Good efforts have been performed by the following Juniors: David Collier, Russell Collier, Daryl Parker, Alan Bell, Steven Rigg, Tom Thursfield, Colin Lawerson, David Canavan, Lance Smart, Gary Walker, Mark Middleton, Peter Rokahr and Mark Wilson.

Special mention must be given to Merv Clifton who donated and layed the linoleum etc., Ron Hessey, and to Des Layton for his donation of the paving blocks and his assistance in placing them in position. The assistance on special jobs by Colin Rutledge and Ray Phillips has been of great assistance to the Museum. The majority of the abovementioned workers have not only donated their time but many other supplies etc., for the benefit of the Museum.

Springvale Live Steam Visits

Two visits by this club with their portable track were made during the year, the first was marred by rain, and on this occasion Steamrail ran a shuttle service from the city. We appreciate their decision to waive the steam tax, which resulted in each sharing a total of $120. Had the weather been fine, I am sure the result would have been excellent. The second visit was on the 30th April under ideal conditions and a record crowd for the Museum of over 2000 people attended, and it proved a real bonanza for the Museum Restoration Funds. Thanks once again to the Springvale Live Steamers. On both occasions Eric Pretty's Sales team were in attendance, and their contribution to the success of the days is appreciated. On the second occasion an added attraction was created by the steaming of Graeme Precious and Kevin Clark's Gauge 1 Steam

locos. To our ladies led by the Chairman's wife, we also express our appreciation for looking after the Tea Sales.

15th Anniversary of Railway Museum

The first visit was highlighted by the attendance of Mr. George Brown, formerly Chairman of Commissioners of the Victorian Railways, as our guest of honour, and this opportunity was taken to celebrate the 15th Anniversary of the Official opening of the Museum. Invitations were issued to all original workers and it was pleasing to see a number attend. The visitors were welcomed by the Society President, Mr. Bill Rapley, Museum Chairman, Mr. Jack Stephens and the Original Museum Secretary, Mr. Arthur Hill.

Approval has been given for a minature 3½" and 5" track to be layed at the Museum to be used as required by Live Steam Societies, etc., this will obviate the hard work of having to transport and lay the portable track.

Attendances and Finances

Attendances showed an increase of over 7% on the previous years figures with the Gate takings rising appreciably. At the end of the last financial year major metal work had been commenced but not invoiced resulting in a substantial credit being shown in that years figures. The work was completed and invoiced in this financial year, and by combining the figures for the two years, a small credit is the result, which is very pleasing to the Committee and a sign of good management in view of the amount of expenditure incurred in major restoration work.

Gatekeepers

Once again a vote of thanks must be given to these folk for a sterling effort in a most important task of welcoming and giving the first and probably lasting impression of the Museum to the visitors. Some have been on the job for a number of years, these include K. Carns, B. Bishop, N. Carpenter, R. Kelly, F. Knuckey, F. O'Shea, R. Robinson, G. Chandler, R. Watson, N. Cross and P. Middendorp, whilst the newcomers K. & M. Hancock, M. Perrin, V. Layton and Mr. & Mrs. J. Stephens have performed their task admirably.

Mid-week visit rostering has been made a lot easier with the appointment of Mr. Bill Bragg as our Mid-week Gatekeeper. Thanks Bill for a job well done. Robert Bramley has again handled the bookings, and since January has had the assistance of Mr. A. Sell and his office staff.

To all other members who have attended the Museum and assisted throughout the year, we appreciate your help, and apologise to any person we may have overlooked.

Future Plans

Restoration of exhibits will continue, as well as further improvements to the area, thus making our Museum more attractive to the public. The Minature Steam track will be layed, this should prove an asset as results have shown, not only at our Museum but elsewhere that Live Steam helps to draw a crowd.

It is understood that in May, the Railway Museum will be recognised by the National Trust, and will be accepted to operate 'Under the Aegis of the National Trust'. We hope that with the Trust's assistance progress regarding extensions etc. can be achieved.

The Museum Committee would again like to express their appreciation of the co-operation and guidance given by the A.R.H.S. President, Mr. Bill Rapley, his Vice-Presidents, Secretary and Councillors. We trust that this co-operation will continue, and that the Museum will continue to progress as a major attraction for the people of Melbourne in particular, as well as country, interstate and overseas visitors. Every effort will be made to ensure that the hard work put into the Museum by many workers over the years will not be wasted.

Museum Secretary

The Museum Committee wish to record its appreciation of the hard work and organisational ability of its Secretary.

PUBLIC RELATIONS

During the year the Society participated in five principal events which brought it into close contact with a wide variety of people ranging from the Premier to thousands of the average person in the street, both town and country.

At the suggestion of the Society, the Victorian Railways Board joined enthusiastically to commemorate the Silver Jubilee of the Department's first main line diesel electric locomotives. Twenty-five years to the day, immaculately restored stream-lined class leader, B60, *Harold W. Clapp,* hauled the Albury Express into a packed Spencer Street Station on the anniversary run just as it had done when welcomed on the inaugural journey on the same train back on July 14, 1952. V.R. Board Chairman, Mr. A. G. Gibbs unveiled a commemorative plaque on No.1 platform. The Society utilised the as-new looking B60 two days later on the Melbourne - Maryborough - Ballarat - Melbourne section of the Donald tour.

On October 1 as part of the Mildura Weekender Tour the Society was the guest of Brunswick Plaster Mills Company on its remote 51 km Nowingi towards Millews South Railway. The main reason for the visit was to honour the "Y class steam locomotive that survived the diesel era". The 88 year old former 0-6-0, Y class steam locomotive built in 1889 was purchased by the Company in 1954 and converted, after 65 years of steam service on the V.R. into a diesel. During its 22 years of new life, it had simply been called "The Loco". At a brief ceremony at the Gypsum Works, "The Loco" once again became quite appropriately Y413, its original number, although renumbered Y109 in 1951. Separate new class and number plates were made by the Society and placed on the freshly painted engine for the occasion. The Society was then presented with the name plate from one of the Company's earlier engines, "Cleis". Grateful appreciation is extended to Mr. Phil Haley of the Brunswick Plaster Mill Company for his personal interest which made the memorable occasion possible. A quotation had been requested from the V.R. for two pairs of number plates for the Y class hoping the Department would join the Society in this public relations exercise because of the historic significance of the locomotive and the realisation that the same locomotive, even since it had transferred to private ownership has hauled hundreds of thousands of tons of valuable freight to the main line at Nowingi for distribution by V.R. trains at considerable revenue. Astounded at the $436 quotation received (about one-fifth of the scrap value asking price for a complete steam locomotive) the Society was forced to seek the aid of private enterprise which manufactured the Y413 plates for a third of the V.R. price.

The Society sponsored The Hamilton Centenarian on October 29 to mark 100 years of railway service to that Western Victorian city. The A.R.H.S. Historical Display Carriage was also made available. In the absence of the V.R. Board Special Train due to industrial dispute, the steam hauled special was the main attraction of the day.

In mid 1977 the Society, at the invitation of the Premier's Department joined representatives from Government transport departments and other accredited organisations involved in historic transport on the Transportation Mural Historic Vehicles Display Committee. The Committee was charged with the responsibility of creating a display incorporating all forms of transport to coincide with the completion by State Artist, Harold Freedman, of the Transportation Mural to be permanently exhibited at Spencer Street Railway Station. The Society had also assisted Mr. Freedman with factual historical information during the five years he was painting the Mural. As a fitting culmination to many months of extensive planning and activity, Australia's first Cavalcade of Transport was presented on the Australia Day Holiday, January 30, 1978. The Committee's efforts resulted in the greatest ever gathering of historic transport vehicles witnessed by an overall crowd of 50,000, an excellent public response considering the wet weather. The Premier, Mr. Hamer was delighted with the outcome and immediately offered Government support for a similar event to be staged in 1979.

As the Society year drew to a close an invitation was received from VicRail to assist in jointly sponsoring a round-tour using two steam trains to separate destinations, Moe and Nyora with special interconnecting buses between the two stations. As goodwill gestures, the Society would forego any profit and VicRail would provide the trains and crews without charge enabling all proceeds to benefit the Queen's Royal Silver Jubilee Appeal for Young Australians.

All in all, the Society year 1977-78 was the busiest and most fruitful in the public relations field since the Victorian Division was formed 33 years ago in 1945.

NEWSRAIL REPORT

This annual report covers the period commencing with the May issue and finishing with the April issue, 1977-78. It has been a busy year in two respects — in the first place, there has been an almost complete change in the membership of the *Newsrail* sub-committee, and in the second place, VicRail's freight centre programme and its implications for the system has guaranteed plenty of news and articles. This annual report makes brief mention of the sub-committee's activities and progress during the year.

Sub-Committee Membership

Dave Macartney retired as News Editor with the June 1977 issue and was replaced by Andrew Ward, who is also the sub-committee's convenor. John Dare's responsibility for Layout and Production ceased with the May 1977 issue and was replaced with Mal Austin who carried on until his departure overseas at the end of the year. His place was filled by Barry Eadie. Mal Austin and Royce Jowett shared the position of pictorial editor until the September 1977 issue, when Mal took over completely up

until the end of the year. This position is currently held by Barry Eadie. Royce Jowett was in charge of advertising up to the September issue, when this position became vacant. It was eventually filled in December by Keith Harrison. The sub-committee was able to publish a series of articles throughout the year in spite of the fact that the position of Articles editor was vacant up until the December 1977 issue when it was taken over by Geoff Bainbridge. At the present time, all positions on the sub-committee are full, whilst John Dare, Peter Tesdoref and Ross Gormon are assistants, John being principally involved in standing in for various editors during vacation periods etc. and Peter doing the proof reading along with other members. Peter Keen was elected as A.R.H.S. council representative in December, 1977.

Magazine Format

There was little change in the format of the magazine although the policy of writing editorials brought fruit in the March 1978 issue. The task of writing the editorial is shared between each member of the sub-committee.

The basic sections of the magazine remain as follows:

News, being further subdivided into Traffic, Works, Rollingstock, Steam Preservation News, and Items of Interest, Articles and Advertising. The policy of not publishing news items over three months old, except in special circumstances, was maintained. Unfortunately, news received continues to be biased in some areas, — Mildura, Kaniva, Mornington, Warragul, Echuca, Yarrawonga, Seymour, Dimboola and Geelong, and lacking in others, — Portland, Hamilton, the wheat lines in the Wimmera/ Mallee areas, Orbost, Bendigo, Ballarat and the metropolitan area. Throughout the year, articles published have generally been prompted by current events, such as the "Royal Silver Jubilee Train" and the "Narre Warren Derailment" articles. It is the sub-committee's policy to continue in this way and not to preclude the publication of historical articles when they relate to current events: e.g. line closures.

Advertising

The poor performance for the year was due principally to the lack of an advertising editor for several months. The numbers of advertisement placed were as follows: May 77, 3; June 77, 4; July 77, 2; August 77, 4; September 77, 4; October 77, Nil; November 77, 4; December 77, 2; February 78, Nil; March 78, 4; April 78, 5

The stage is set for a better year in this area.

Circulation

The number of issues published remained constant throughout the year at 2,000. Subscriptions remained relatively constant at 1,275 — April 1978.

Printer

Alternative quotes have been obtained as a check against Magenta Press rates. These quotes, plus the standard of work by Magenta Press, give the sub-committee no reason to change printers.

The Coming Year

The highlight in the coming year will be the November issue, to comprise 32 pages and to celebrate 21 years of *Newsrail*. It is assumed that at least one colour cover will be published for the new year and arrangements are currently in hand for a new design for the front cover and magazine layout generally.

FINANCE REPORT

In accordance with the decision of the Council the Finance Sub-Committee was reconstituted in October, 1977, with Mr. J. E. Wilkie as Chairman and Convenor. Messrs. E. J. Hogan, E. W. Pretty, N. Pearson and R. G. Paroissien were appointed to membership.

The principal functions of the Finance Sub-Committee are to:

1. Examine quarterly and half-yearly accounts and to report thereon to Council.
2. Prepare for Council consideration annual budget estimates.
3. Make recommendations with respect to projected expenditure.
4. Assist in arranging most satisfactory dates for marketing new publications.
5. Supervise Sub-Committee expenditure.
6. Review accounting procedures, etc.

To the end of April the Finance Sub-Committee has held five meetings. Careful attention has been given to all matters falling within the scope of the above functions. In addition specific recommendations have been made to Council on particular matters referred to the Sub-Committee.

The Finance Sub-Committee believes there is a very positive need for its services and is fully aware of the financial aspect of the Society's aim to provide interesting activities for members.

By furnishing Council with up to date financial data forward planning of activities can be greatly facilitated. It is intended to provide this service readily and regularly.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

1. In our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the society's affairs at 30th April, 1978 and of the surplus for the year ended on that date.

2. As required by the Companies Act 1961 we report as follows:

In our opinion

(a) the attached accounts are properly drawn up:

(i) so as to give a true and fair view of the matters required by Section 162 to be dealt with in the accounts; and

(ii) in accordance with provisions of that Act.

(b) the accounting records and other records, and the registers, required by that Act to be kept by the society have been properly kept in accordance with the provisions of that Act.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 8th June, 1978

By Its Partner,
P. M. WINTER

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1978
ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1978 and in accordance with Section 162A of the Companies Act 1961 report as follows:

(a) Directors in office as at the date of this report are

Mr. W. C. Rapley	Mr. P. D. Keen
Mr. E. J. Hogan	Mr. R. Jowett
Mr. E. W. Pretty	Mr. C. Kayler-Thomson
Mr. R. G. Bramley	Mr. F. J. O'Shea
Mr. V. M. Findlay	Mr. N. Pearson

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $4,378.

(d) There were no significant amounts transferred to or from reserves or provisions during the financial year.

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets [other than those mentioned in paragraph (g)] were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1977
ANNUAL REPORT OF THE DIRECTORS (Cont'd)

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

W. C. RAPLEY, Director

Dated at Melbourne this 29th day of May, 1978. E. W. PRETTY, Director

STATEMENT BY DIRECTORS

We, William Campbell Rapley and Eric William Pretty, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1978 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1978.

W. C. RAPLEY, Director

Dated at Melbourne this 29th day of May, 1978 E. W. PRETTY, Director

STATEMENT PURSUANT TO SECTION 162 (12) OF THE COMPANIES ACT 1961

I, Eldon John Hogan, being the person in charge of the preparation of the Company's accounts, hereby state that to the best of my knowledge and belief the accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Melbourne this 29th day of May, 1978. E. J. HOGAN

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1978

1977					1978
		SOCIETY FUNDS			
$19845		Accumulated Fund (Statement Attached)			$26308
25234		Preservation Fund (Statement Attached)			23114
10		Steam Preservation Fund (Statement Attached)			107
1185		Carriage Preservation Fund (Statement Attached)			715
(437)	(Dr.)	Yarra Car Fund (Statement Attached)		Debit	(29)
$45837					$50215
		THESE FUNDS ARE REPRESENTED BY:			
		Current Assets			
50		Cash on Hand		50	
6641		Commercial Bank of Australia Ltd. — General Account		—	
4341		— Museum Account		8105	
11829		Commercial Savings Bank of Australia Ltd.		12746	
45		Bank of New Zealand		59	
3366		Debtors: Trade	2838		
1172		Other and Prepayments	970	3808	
274		Tour Expenditure Paid in Advance		—	
—		Deposits		15	
22204		Stock on Hand (at lower of cost or net realizable value)		22472	
49922					47255
		Less Current Liabilities			
—		Subscriptions in Advance: Members		6	
—		*Newsrail*		10	
—		Commercial Bank of Australia Ltd. — General Account		5947	
19217		Creditors: Trade		6662	
1170		Tour Receipts in Advance		—	
20387					12625
29535					34630
		Plus Non-Current Assets			
		Deferred Assets			
1000		Loans to: Geelong Steam Preservation Society	900		
400		Ballarat Tramway Preservation Society Ltd.	200		
1400				1100	
		Investments			
10000		Commonwealth Special Bonds (at cost)		10000	
		Fixed Assets			
		Library, Furniture and Equipment:			
1495		At Council Valuation 17th July, 1967	1495		
3868		At Cost	6189		
2321		Plus Additions (at cost)	308		
7684			7992		
2782		Less Provision for Depreciation	3507		
4902				4485	
		Intangible Assets			
2180		Renovations to *Yarra Car* (at cost)	2180		
2180		Less Provision for Amortization	2180		
—				—	
16302					15585
$45837					$50215

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

SUPPLEMENTARY STATEMENTS

1977					1978
		ACCUMULATED FUND			
$21937		Balance as at 30th April, 1977			$19845
—		Plus Surplus for Year			6463
2092		Less Deficit for Year			—
$19845		Balance as at 30th April, 1978			$26308
		PRESERVATION FUND			
21852		Balance as at 30th April, 1977			25234
3382		Plus Surplus for Year			—
—		Less Deficit for Year			2120
$25234		Balance as at 30th April, 1978			$23114
		STEAM PRESERVATION FUND			
1000		Balance as at 30th April, 1977			10
—		Plus Surplus for Year			97
990		Less Deficit for Year			—
$10		Balance as at 30th April, 1978			$107
		CARRIAGE PRESERVATION FUND			
485		Balance as at 30th April, 1977			1185
700		Plus Surplus for Year			—
—		Less Deficit for Year			470
$1185		Balance as at 30th April, 1978			$715
		***YARRA CAR* FUND**			
485	(Dr.)	Balance as at 30th April, 1977		(Debit)	437
48		Less Surplus for Year			408
$437	(Dr.)	Balance as at 30th April, 1978		(Debit)	$29

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1978

1977					1978
	INCOME				
$4782	Membership Subscriptions				$5721
195	Enrolment Fees				170
639	Interest Received				360
143	Library Fees				167
89	Donations — General				113
3382	Surplus (Deficit) from Museum (See attached statement)				(2120)
4597	Surplus from Tours (See attached statement)				3657
1433	Surplus from Sales Department (See Note 2)				8477
1191	Surplus on *Newsrail* (See Note 3)				884
485	Surplus on *Bulletin* (See Note 4)				401
700	Surplus (Deficit) from Carriage Restoration (See Note 5)				(470)
(990)	(Deficit) Surplus from Steam Preservation (See Note 6)				97
48	Surplus from *Yarra Car* (See Note 7)				408
16694					17865
	LESS EXPENDITURE				
	Direct Service to Members				
677	Meeting Expenses	568			
(6)	Less Door Fees	—	568		
33	Library Expenses		—		
18	Depreciation of Library Books		8		
46	Slide Competition		96		
150	Annual Film Night		155		
918				827	
	Administrative				
2130	Postage and Telephone		3244		
480	Distribution and Mailing		480		
2884	Printing and Duplicating		1883		
688	Stationery		358		
127	Insurance		347		
550	Audit Fee		600		
1550	Accountancy Fees		1650		
58	Federal Secretary's Expenses		80		
583	Other Expenses		471		
34	Equipment Repairs		10		
260	Depreciation on Furniture and Equipment		289		
9344				9412	
	Group Expenses				
821	Film Group	1319			
9	Depreciation of Equipment	17	1336		
3611	Archives and Research	968			
52	Depreciation of Equipment	157	1125		
61	Recording Group	77			
—	Depreciation of Equipment	4	81		
4554				2542	
	Other Expenses				
13	Windsor Station Room Expenses		310		
500	Publicity and Exhibition		396		
326	Display Carriage Expenses		—		
(49)	Federal Conference		—		
40	Deniliquin Centenary		—		
830				706	
15646					13487
$1048	**Surplus for Year**				$4378
	APPROPRIATION OF SURPLUS				
$1048	**Surplus for Year**				$4378
	This surplus has been apportioned as follows:				
(2092)	Accumulated Fund — Surplus			6463	
3382	Preservation Fund — Deficit			(2120)	
(990)	Steam Preservation Fund — Surplus			97	
700	Carriage Preservation Fund — Deficit			(470)	
48	*Yarra Car* Fund — Surplus			408	
$1048					$4378

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

MUSEUM INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1978

1977			1978
	INCOME		
$6977	Gate Donations		$8508
1275	Books, etc. Sales Surplus (See Note 8)		949
237	General Donations		254
1580	Interest Received		1716
10069			11427
	LESS EXPENDITURE		
	Current Operations		
580	Security Patrol	593	
359	Electricity	412	
60	Rates and Rent	60	
289	Administration	40	
18	Gate Keeper's Expenses	528	
86	Insurance	121	
455	Ticket Printing and Advertising	981	
1573	Paint	427	
1480	Other Materials	2110	
34	Equipment Repairs	9	
214	Depreciation of Equipment	215	
5148		5496	
	Major Works		
1539	Locomotive Restoration	8051	
6687			13547
$3382	**Surplus (Deficit) for Year**		($2120)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

TOURS INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1978

	Net Revenue	Transportation Railway	Transportation Other	Refresh	Steam Tax	Refuelling	Other Direct Costs	Surplus or (Deficit)
Sydney	$10797	6756	185	2395			171	1290
Mildura	3562	1615	210	973			626	138
Stratford	3735	1553			1005	45	79	1053
Donald	4968	2602		684	1384	95	168	35
Alexandra	2894	1253		337	1127	90	144	(57)
Hamilton	8047	3353		647	2836	83	285	843
Yarram	4682	2804		424	800*		159	495
Oaklands/Bright	1916	1017		703			84	112
	$40601	$20953	$395	$6163	$7152	$313	$1716	3909
Less General Expenses								252
Tour Surplus								$3657

*This amount represents an Ex Gratia payment to Steamrail.

NOTES TO AND FORMING PART OF THE ACCOUNTS

Note 1

Summary of Significant Policies

Set out hereunder are the significant accounting policies adopted by the Society in the preparation of the accounts for the year ended 30th April, 1978.

Unless otherwise stated, such accounting policies were also adopted in the preceding accounting period.

(a) **Underlying Principles**

The accounts have been prepared in accordance with conventional historical cost principles and have not been adjusted to take account of either changes in the general purchasing power of the dollar or changes in the prices of specific assets.

(b) **Depreciation**

Depreciation is calculated on a straight line basis so as to write off the net cost of each fixed asset during its effective working life.

Where it has been impossible to determine the cost of an asset, the Directors' valuation has been used as the basis for calculating depreciation.

Additions are depreciated on a pro rata basis from the date of purchase.

The principal annual rates are:

Office Equipment	15%
Books	10%
Office Furniture	7.5%

(c) **Stock Valuation**

All stocks are valued at the lower of cost or net realisable value.

(d) **Income Tax**

By virtue of its aims as set out in the Memorandum of Association the Society qualifies as an organisation specifically exempted from ordinary income tax under Section 23 (g) (iii) of the Australian Income Tax Assessment Act.

(e) **Society Funds**

In order to ear-mark accumulated funds for specific purposes the Directors allocate surpluses and deficiencies arising from the various Society's activities over the funds detailed in the Balance Sheet.

The surplus for the year and the allocation over the funds is shown in the accounts.

1977				1978
	(Note 2)	**Sales Department**		
$14711		Sales		$24708
		Less Cost of Goods Sold		
22483		Stock on Hand 30.4.77	21558	
10736		Purchases (Including *Newsrail* and *Bulletin* transferred to Sales Dept.)	13220	
33219			34778	
21558		Less Stock on Hand 30.4.78	20608	
11661				14170
3050		**Gross Profit**		10538
		Less Expenses		
417		Postage and Telephone	804	
724		Rental	453	
78		Electricity	27	
99		Cartage	125	
33		Wrappings	301	
198		Advertising	183	
5		Stationery	97	
—		Equipment Repairs	5	
18		Bad Debts	9	
44		Sundry Expenses	54	
1		Depreciation of Equipment	3	
1617				2061
$1433		**Surplus for Year**		$8477
	(Note 3)	***Newsrail***		
9350		Subscriptions		10278
1151		Advertising		356
10501				10634

		Less Cost of *Newsrail*		
14123		Cost of Publication	15662	
124		Other Expenses	56	
33		Depreciation of Equipment	32	
1		Equipment Repairs	–	
14281			15750	
4971		Less *Newsrail* Transferred to Sales Dept.	6000	
9310				9750
$1191		**Surplus for Year**		$884
	(Note 4)	***Bulletin***		
4353		Subscriptions		4736
		Less Cost of *Bulletins*		
4569		Cost of Publication and Freight	4534	
701		Less *Bulletin* Transferred to Sales Dept.	199	
3868				4335
$485				$401
	(Note 5)	**Carriage Restoration**		
		Income		
700		Donations — Swing Door Preservation		10
		Less Expenses		
–		Carriage Maintenance		480
$700		**Surplus (Deficit) for Year**		($470)
	(Note 6)	**Steam Preservation**		
		Income		
10		Donation		–
–		Reimbursements of Wycheproof Turntable Expenses		97
		Less Expenses		
1000		Restoration of Wycheproof Turntable		–
($990)		**(Deficit) Surplus for Year**		$97
	(Note 7)	***Yarra Car***		
		Income		
96		Hire of *Yarra Car*		408
		Less Expenses		
48		Insurance		–
$48		**Surplus for Year**		$408
	(Note 8)	**Museum Sales of Books, etc.**		
2702		Sales		2371
		Less Cost of Goods Sold		
1453		Stock on Hand 30.4.77	646	
620		Purchases	2640	
2073			3286	
646		Less Stock on Hand 30.4.78	1864	
1427				1422
$1275		**Surplus for Year**		$949

PRESIDENTIAL ROLL

1945-49	**J. C. M. Rolland***	**1959-60**	**M. C. G. Schrader**
1949-50	**M. H. W. Clark**	**1960-61**	**A. C. Hill**
1950-51	**F. F. Smith**	**1961-62**	**M. C. G. Schrader**
1951-52	**J. D. McLean**	**1962-63**	**I. S. Sloggett**
1952-53	**J. L. Buckland**	**1963-64**	**C. L. Craig**
1953-54	**T. W. McGaw**	**1964-66**	**C. Einsiedel**
1954-55	**R. B. McMillan**	**1966-68**	**E. Quinlan**
1955-56	**G. Bakewell**	**1968-70**	**D. G. Potts**
1956-57	**C. D. Gavan-Duffy**	**1970-72**	**J. C. Brough**
1957-58	**R. T. Sloggett**	**1972-78**	**W. C. Rapley**
1958-59	**C. L. Craig**		

***Note:** Foundation President of the Victorian Division.

A.R.H.S. OFFICE BEARERS 1977-78

Patron: Mr. A. G. Gibbs, OA.

Life Members: J. C. Brough
J. Y. Harvey

President: W. C. Rapley.

Vice-Presidents: E. Hogan, E. Pretty.

Secretary: R. Bramley.

Treasurer:

Councillors: V. Findlay, R. Jowett, C. Kayler-Thomson, P. Keen, F. O'Shea and N. Pearson.

Museum Committee:
Chairman: J. Stevens.
Secretary: N. Pearson.
Works Supervisor: G. Precious.
Committee Members: K. & T. Clark, P. Jones.*
Council Rep.: F. O'Shea.

Tours Committee:
Convenor: D. Potts.
Secretary: W. Brown.
Committee Members: R. Hessey, S. Moore, B. Payne, K. Costin.*
Council Rep.: P. Keen.

Newsrail:
News/Convenor: A. Ward.
Articles: G. Bainbridge.
Layout & Production: B. Eadie*, M. Austin*.
Advertising: K. Harrison,* R. Jowett.*
Assistants: J. Dare, R. Gorman, P. Tesdorpf.
Council Rep.: P. Keen.

Publications:
Publications Manager/Convenor: R. Carlisle.
Committee Members: R. Bruce, M. Coxhead, J. Dare, G. McDonald, E. Payne, E. Pretty.
Council Rep.: R. Jowett.

Sales: Marketing Manager/Council Rep.: E. Pretty.
Committee Members: P. Barry, C. Kayler-Thomson, T. Martin, L. Rickard, I. Isaacs, V. Findlay, R. Hessey, E. Hogan.

Archives:
Chairman: I. Barkla.
Secretary: M. Coxhead.
Committee Members: R. Bruce, R. Carlisle, M. Osborne.
Council Rep.: V. Findlay, G. McDonald.*

Rolling Stock Committee:
D. Potts, Chairman
Committee Members: K. & T. Clark, P. Donald.
Council Rep.: V. Findlay.

Entertainments Committee:
Convenor/Council Rep.: V. Findlay.
Committee Members: I. Lornie, P. Keen, C. Kayler-Thomson, P. Carroll.*

Sound Recordings:
Convenor: K. Buckland.
Member: C. Craig.
Council Rep.: C. Kayler-Thomson.

S.P.C.C. Delegates:
E. Hogan, P. Keen, R. Jowett.

Slide Competition:
Convenor/Council Rep.: V. Findlay.
Members: L. Rickard, A. Straffen.

Finance Committee:
Convenor: J. Wilkie.
Members: E. Hogan, N. Pearson, R. Paroissien.
Council Rep.: E. Pretty.

Printing Group:
Convenor: M. Clifton
Member: G. Carmichael
Council Rep.: R. Bramley.

Film Group:
Officer in Charge: R. Seccombe.
SecretaryArchivist: J. Ellams.
Publicity: B. Ellams.
Programmer: D. Kidd.
Programme Adviser: D. Milk.
Council Rep.: V. Findlay.
Film Sales: A. May.

Mailing Officer: N. Johnstone.

Mailing Co-Ordinator: R. Bramley.

Membership Officer: R. Hessey.

Public Relations Officer: D. Potts.

Curator of Rented Premises: E. Hogan.

Geelong Steam Preservation Society
Rep.: E. Hogan.

Members Newsletter: R. Bramley.

Honorary Legal Officer: S. McCarthy,* A. Sell.*

Library:
Librarian: T. Case.
Secretary: A. Maggs.
Members: H. Head, D. Oliver.
Council Rep.: R. Bramley.

Exhibitions Officer: V. Findlay.

Accountant: R. Paroissien.

National Competitions Officer: V. Findlay.

*Part year only.

FRONT COVER:

Celebrations of 25 years of Diesels which the A.R.H.S. suggested.

Above: B60 pauses at Seymour to take over the *Albury Express* while S302 *Edward Henty* steams past. (Victorian Railways)

Below: 25 years later, 14.7.77, B60 leaves Broadford on the up *Albury Express.* (John Dare)

Australian Railway Historical Society Victorian Division

ANNUAL REPORT

and FINANCIAL STATEMENT 1978-79

PRESIDENT'S REPORT

With our membership in excess of 1,000 for the first time we were still unable to attract sufficient personnel to our Sub-Committees, hence many were undermanned so naturally efficiency falters, resulting in lost revenue and opportunities to the Society and, in turn, our Members generally.

Council took care to encourage all Sub-Committees in their valuable work through its nominated representative and in many cases through a continuation of our policy of inviting Sub-Committees to Council meetings.

Streamlining of procedures enabled Council to meet monthly instead of fortnightly, allowing Councillors more time to actively engage in work with Sub-Committees. Speaking personally, I was able to visit meetings of many Sub-Committees during the year, thus creating and maintaining a closer link between Council and its Sub-Committees. I had not intended to take an active role in the Sales Department but circumstances early in 1979 demanded I re-assume overall management.

Council took on somewhat of a new look at the 1978 election with Bob Bishop, Geoff Peterson and Allan May replacing Vance Findlay, Royce Jowett and Chris Kayler-Thomson. Vance and Royce are not lost to the Society however as Vance is heavily involved with C. & M.R. and Royce is at B.P.R. Our thanks for their valued service over the years in various capacities.

Our legal adviser, Tony Sell, was elected a Vice-President and a former Secretary, Barry Sykes, returned as Treasurer. Unfortunately due to a change of employment, Allan May was forced early in 1979 to resign and Steve Bucton was appointed to the casual vacancy.

At last year's Annual Meeting Bill Rapley retired from the Presidency after 6 years and this year completes his term as Immediate Past President, and as he is not seeking re-election he therefore leaves Council after 12 years' service. All members of the Society wish you well, Bill, in what we sincerely trust will be a short retirement and that when time allows you can again take up office in our Society.

The Finance Sub-Committee, under the expert leadership of Jim Wilkie, guided the Society's finances particularly in recommendations to value exhibits at the Museum.

No mention is made in the Publications report of the two publications for the year. *Divisional Diary Reprint No. 2,* commenced during the previous year and brought to fruition in July last year and *Timber, Spuds & Spa* by Murrell Osborne released in December. The efforts of Robert Carlisle and John Dare to produce both booklets deserve the highest praise.

The value of behind the scenes activity in the Recording Group will be evidenced shortly in production of new recordings.

The Film Group can be justly proud of its efforts this year with the success of the inaugural Stan Flattely Film Competition and their ability to fill the theatrette at Entertainment Meetings. The continuous programme of films presented at the A.M.R.A. Exhibition created much favourable comment.

The Entertainments Sub-Committee has been a particularly active 'new look' group, bringing increased attendances to meetings by interesting programming and 'artistic' advertising.

The Exhibitions programme has suffered a severe setback with the restriction of Display Car 30AV to 20 m.p.h. — until this is reviewed displays cannot be mounted in country areas.

The Museum Sub-Committee has toiled long hours in improving our exhibits and their surrounds at North Williamstown. I wonder how many members visited the Museum during the year — if you are one who did not, do so soon, you will be surprised at the improvements. Every weekend members of this committee are to be seen hard at work, they deserve our encouragement.

All members will have observed the continued improvement in the quality of *Newsrail;* a professional approach by this Sub-Committee to their task is obvious, the only qualification being the dearth of paid advertising over recent months.

The Library, now located at Windsor, has suffered from lack of support by members, while the Slide Competition has regained support it lost earlier when lack of entries were of concern to all.

The major event mentioned in the Tours Sub-Committee Report concerns the much delayed Jubilee Tour which we ran at the request of VicRail, who provided the train free of charge. It was well supported with a total of 521 passengers travelling on both trains. In addition, a local shuttle trip drew 583 patrons.

The attitude of VicRail to Railway Centenary celebrations is disappointing and the success of the Sale Centenary was due mainly to local effort, along with the organizing ability of D. Potts.

As the Secretary's report so rightly states, we need more assistance on Committees, perhaps you are the very person we need, why not give it a go?

In closing, may I congratulate all Council and Sub-Committee members for your efforts during the year, our continued success is your reward.

E. W. Pretty
President

SECRETARY'S REPORT

Membership:

The following are the comparative Membership figures for the 1977/78 and 1978/79 years.

	1977/78	1978/79
Renewals	902	925
New Members	80	114
Total Membership	982	1039
Bulletin Subscribers	737	774
Newsrail Subscribers	1276	1268

The Membership figure of 1039 members is a record for this Division. These figures reflect the vigorous membership drive the Society has undertaken during the year. It is very pleasing to see this Division growing ever stronger and augurs well for railway preservation in this state. If we can at least maintain these numbers if not increase them, then preservation will proceed.

Council

This year has been one of the most productive since I became Secretary. The new faces on Council and old faces in different positions have combined to produce a Council that has been ready and willing to make decisions and get on with the job. The following is a list of the Council members and the number of meetings they attended as against the number of meetings they were eligible to attend.

	Meetings Attended	No. Eligible
B. Bishop	13	14
R. Bramley	14	14
S. Bucton	4	4
E. Hogan	14	14
P. Keen	12	14
A. May	5	10
F. O'Shea	3	14
N. Pearson	13	14
G. Peterson	14	14
E. Pretty	14	14
W. Rapley	7	14
A. Sell	14	14
B. Sykes	6	14

Allowance should be made for work and other commitments.

Sub-Committees

Once again the members of the various sub-committees and groups that form the Society have put in countless hours to ensure that the Society's aims are achieved. Special mention is made of the work put in by the Museum workers and administrators and the members of the Film group. Both of these groups put in a lot of work that is neither seen nor appreciated by the membership of the Society.

A.M.R.A. Exhibition

Once again this year the Society participated in the exhibition over the March long weekend. The support we received from members willing to assist was very welcome. The weekend was very successful for the Society both financially and through new members. We will be participating in the 1980 exhibition and planning is already proceeding to enable the best use to be made of the space available to us.

General

The Society has had a relatively successful year both financially and otherwise. The self perpetuating Council was altered this year and some very new faces were introduced. Once again the lack of interest shown by members in Society affairs has disturbed me and the other members of Council. It is to be hoped that we do not slip into an attitude of complacency. There is still a lot to be done before the Society can rest on its laurels. But as always Council cannot do it alone. How about lending a hand?

TREASURER'S REPORT

A perusal of the attached accounts hereunder will show that your Society has had financially, quite a busy year, resulting in a modest nett profit for the year under review.

Under the circumstances, this is considered satisfactory.

It may be observed that the period when Tour operations were the mainstay of our finances has ended. An examination of the Tours balance sheet will illustrate this fact.

Financially emphasis has now been shifted to our other fields of endeavour, and we commend these to you.

By perusal of the Museum's account figures, it can be seen that its day-to-day operations have resulted in a credit balance.

This must, however, be viewed in the light of expenditure on urgent repairs and maintenance undertaken during the year, some of which is on-going, and for which an accumulation of funds has accrued over the years.

It may be noted that this expenditure does not create any sort of asset. When the cost of these activities is charged against Museum credits, it converts this profit into a paper loss.

It may also be noted that the $18,265.00 assets of exhibits shown refer to a recent valuation, but in no way infers cash in hand, and cannot be considered as such.

Special thanks must go to Assistant Treasurer Eldon Hogan for his valuable assistance, especially whilst I was absent overseas.

ROLLINGSTOCK PRESERVATION

Once again no work was done on retained rollingstock during the year because of the fact that after 12 years since the inception of the Committee there is still no secure and roofed location available to ensure that restoration does not suffer from vandalism and the weather.

Passenger vehicles retained on behalf of the Society include *Yarra* Parlor Car (built 1906), No.45ABL country composite car (built 1901), 12BT suburban swing-door trailer (built 1891), and 24D driver-trailer. Of these only *Yarra* is serviceable although all were in good condition when originally set aside. Suburban electric swing-door motors, 107M and 137M retained jointly by the A.R.H.S. and A.R.E. have also suffered at the hands of scavengers. Current thinking is to have Tait driver-trailer 230D earmarked for retention to be used in conjunction with 107M. 230D is the only Tait car still in service with all windows not modified with metal coverings. Several years ago a keen 'Doggie' admirer donated $700 towards restoration of swing-door electrics. Progress with this long overdue project will be dependent upon sufficient volunteers offering their services to restore 107M when a special meeting is called shortly. In the absence of renewed action in carriage restoration and provision of a suitable site in the near future most of the retained rollingstock will have deteriorated beyond redemption and doomed to scrapping.

Since restoration by the Society to service of *Yarra* from the scrap heap in 1964 the Committee has always endeavoured to protect this historic piece of rollingstock by restricting its use by outside organisations. The Committee reaffirms its opposition to allowing *Yarra* to be used by social clubs and schools. No amount of money can replace the ornate fittings of yesteryear that go towards making this carriage one of the most beautiful examples of preservation in the world.

The Committee has acted as consultants to the Shire of Kerang and the Kerang & Koondrook Tramway Association in regard preservation of the Koondrook passenger s tion situated in the main street and provision o appropriate vehicles for the building of a replica of the Koondrook Tram.

RAILWAY MUSEUM

Once again the Museum Committee can report on a very successful 12 months, both weekend and midweek visits showed an increase, and total attendances were up 16% on the last year. New cards and badges were produced, and sales of these items, as well as the Museum Booklet and other Publications resulted in an increase of the Net Profit as compared with the previous 12 months.

In the past three years, since the reconstituted Committee took over the running of the Museum, 15 locomotives have been completely repainted as well as other trolleys and exhibits restored. Substantial work has been carried out on the remaining 4 locomotives, and these should be repainted in the coming year.

As a result of catching up on the engine maintenance and repainting, it has been possible to improve the Museum area itself by laying paths, new lawns and additional seating. The general appearance and improvement of the Museum has brought forth much favourable comment from our increasing number of visitors.

The status of the Museum has been enhanced by being accepted as 'Under the Aegis of the National Trust of Australia (Victoria)'.

Listed are further achievements of the rather small, but dedicated and efficient Museum Workforce:

New Displays: Minister for Railways Chair; Old Station Lamp; Guards Van Lamps; Builder and Number Plate Display; M.M.T.B. ex Royal Show Display.

New Acquisitions: B.P. Oil wagon. No.15; 2 Lever Ground Frame; 2 Incomplete Staff Instruments; Signal Arms; Station seats ex Showgrounds Station; 'Bathgate' Station Indicator ex North Melbourne; Victorian State Flag; Tender for No.2 Crane. Ex No.3 Crane. Over 100 years old; Use of Mechanical Signal Training Box in Melbourne Rd.

New Acquisitions still to arrive: Market St Bridge of Signals from Flinders St Viaduct; Forming Blocks ex Rubicon No.1 Loco; Walker Railmotors, 153 h.p. — 28RM, 280 h.p. — No.84 and associated trailers, Trailer — 59MT.

Works: Wig-Wag erected; New Sign at Nort Williamstown Station; Two new large Signs at Museum, erected on Signal Box; Timber ramps over tracks; Additional Paving; Lawns sown; Humevale cars lifted and shifted; New Building/ Number plates on A.S.G.; Gatehouse renovated and painted; Signal box being renovated and painted; Metal work by Able Sheetmetal on X36, J559, D2-604, D4-268 & H220; New steps for R704; Repairs to roof timber and new canvas on 8M. Over 500 hours work involved; Engines

repainted. A.S.G., E369, T94, E236 & J559; Fittings and timber obtained from 3 Workmans Cars; Timber, etc. from V.R. for restoration of Carriages; Work proceeding on D4-268, D2-604, A2-884, No.2 Crane and 8M.

General: New Station Posters printed; New Street signs outside Museum; 2 x 1 colour cards printed; Colour print produced; Museum Badge produced.

Miniature Track and Springvale Live Steamers Visits

With the help of many people a 3½" and 5" miniature track was completed, and rides behind Miniature Live Steam Engines are provided on the fourth Sunday of each month with the exception of December and January.

The Track was officially opened on the 19th November by the Society President, Eric Pretty. Very shortly a turntable and steaming bays will be added, and it is hoped that in the not too distant future, the track will be extended.

The Springvale Live Steamers again visited Museum on two occasions during the year, their co-operation is appreciated. Our regular steaming days are also popular and successful.

Gatekeepers

The Museum Committee appreciates the efforts and dedication of our valued gatekeepers, without their help the Museum would not have progressed as it has over the years, as the visiting public form their first impressions by the welcome they get from the gatekeeper. Some have served the Museum since it opened in 1962.

Our midweek gatekeeping is in the capable hands of Bill Bragg to whom much of the credit must be given for our increased sales of small items, and increased midweek visitors. Bill suffered an illness early this year, but fortunately he is well again and on the job. We would like to thank those people who helped on the gate during Bill's illness, particularly Ken Howard. The co-operation and efficiency of Tony Sell and his staff for midweek bookings has also helped with the increase in attendances.

ghlights

1. Leslie Poole Trophy for Best Individual Effort. 1977/78. First year of Award. Won by dedicated Museum worker Peter Jones. Congratulations Peter.
2. Victorian Railways are to honour their 1962 offer, and restore for display No.3 Crane to its original Z526 form.
3. A Museum Display of Builder and Number Plates and a Station Light, were on display at the Model Railway Exhibition at Camberwell.
4. A raffle is to be conducted for funds to further restore H220. The prizes were donated by Ansett Airlines of Australia, Steamrail (Victoria), Train World of East Brighton. The cost of the printing of the tickets will be donated by Geoff Brady Holden of Glen Waverley.
5. Our motorised trolley has been loaned to the G.S.P.S. for regauging work.
6. Insurance cover on workers and visitors has been updated.
7. Assets of the Museum have been brought to account in our financial statement.
8. Successful barbeques for Museum workers and Council have been held during the year.

Museum Workers

Once again the Society is indebted to the efforts of our workforce, both senior and junior, the results of their work can be seen on a visit to the Museum by members or the public. The appreciation of our visitors to their efforts is the only reward they expect and look for. With possibly a couple of exceptions, the Museum Committee and Secretary probably contribute more hours to the Society than should be reasonably expected.

The effort of the junior workers at the Museum is greatly appreciated, and they have assisted in many ways. The Committee have awarded the Best Junior Worker Trophy to Warren Dunn, and Runner-up is Lance Smart. Congratulations to both these lads. In addition to the regular workers, many other members and friends of the Museum have contributed greatly to the advancement of the Museum project. To all concerned in the efforts at the Museum, and who do not seek the limelight, we say thank you very much.

Victorian Railways

The co-operation we have received over the years from the V.R. has never been greater than their help and assistance over the last 12 months. To all concerned at Spencer St, Flinders St, Newport and Spotswood, the Museum Committee express their appreciation, and trust that this state of affairs will continue in the future. We are not unmindful of their problems of running the Railways, without worries from amateurs. However we are at the Museum preserving a big part of the history of the Victorian Railways, and I am sure that future generations will appreciate both the efforts of the V.R. and Museum. If any of our requests appear extravagant, please remember that we give serious consideration before we contact the Railways, and our thoughts are always for items and exhibits that will be of interest in the future, but perhaps treated as everyday matters at the present time.

A.R.H.S. Council

The Museum Committee appreciates the help and co-operation throughout the year of all members of Council, although we may not always agree, we always accept the decisions.

Museum Task Force

Council has now appointed a task force to investigate, consider and recommend ways and means to obtain increased space, security of tenure and Government financial assistance in advancing the Museum purposes.

Over the years a number of investigations and reports have been presented — we trust that on this occasion some definite action will result.

Museum Future

It is hoped that Society members will elect sound A.R.H.S. orientated members to Council, so that the Council's help and the continued dedication of the Museum helpers, the continued improvement and popularity of the Railway Museum will continue.

Perhaps the best testimonial given to the Museum was that of Mr. R. N. Urnan of Hengelo, Holland on a recent visit. He said that a friend who had recently visited Australia advised him 'to visit the Railway Museum at North Williamstown, it is the only one worth visiting in Australia.' Thankfully our work is appreciated.

SALES DEPARTMENT

During a year not without its problems, the Sales Department has maintained its profitability and contributed solidly to the Society's finances.

The re-release of a successful record 'Night Shift' in disc and cassette was a sellout, being advertised nationally — orders coming from all over Australia; also many from overseas. Since the initial rush, wholesale sales have continued at a reasonable rate. The experiment of producing cassettes has proved successful and could well be a feature in future.

At the A.M.R.A. Exhibition in March, we doubled returns from 1978 due to the area allotted, allowing us room to display our publications and the patrons certainly responded with almost $2,300 taken on the four days.

At the Australia Day Pageant this year, we decided to join with T.M.S.V. at their location at Victoria Market. This move proved successful and we are most appreciative of the assistance given to us by Brian Weedon and his sales team on that day.

To a lesser degree our two publications during the year contributed to our overall result. *Divisional Diary Reprint No. 2* was long awaited and although selling well in Victoria, our decision to advertise it nationally in conjunction with the 21st Anniversary of *Newsrail* was not successful as the majority of orders received were from Victoria.

Timber, Spuds & Spa was released just prior to Christmas and was hurriedly advertised through the mailout with limited success, but as the year ended was being advertised in the A.F.U.L.E. magazine as a special offer with an encouraging result.

Due to lack of staff, we were forced to curtail our Mail Order section except for special promotions and early this year lack of support for our showroom at Windsor to close; it is now open by special arrangement only. Our city wholesale business was maintained by Eldon Hogan, his assistance is greatly appreciated as he is a very busy enthusiast.

The postponement of the Wedderburn and Phillip Island tours affected our performance considerably and stock purchased specially for the latter tour remained unsold at stocktaking. This was disappointing because throughout the year we had kept a close watch on this aspect, being very conscious of our increasing stockholding.

We are most grateful of the assistance received on tours and special occasions such as A.M.R.A., when members unable to help on a regular basis 'buck in and do their bit'. To Mr. & Mrs. Jim Beggs, Mr. & Mrs. Ian Lornie, Mr. & Mrs. Jack Stephens go our grateful thanks. Lionel Rickard is always behind the counter on meeting nights as is Glenn Carmichael.

The time and effort expended by Ron Hessey and Merv Clifton until January was greatly appreciated and the smooth working of the department was due to their endeavours.

Early in 1979 Edmund Carew stepped in willingly, since then he has been processing Mail Orders and selling on Tours and Meeting Nights.

Towards the end of the financial year we were considering an advertising programme which, hopefully, will reach fruition early in the next year.

FILM GROUP

Despite some early setbacks in 1978 with weakening support from members, the remainder of 1978/79 has shown a heartening upturn in enthusiasm. Larger audience turnouts, a very pleasing response to the first Annual Film Competition, (showing film making in the Society has really come-of-age) and a record output of completed films in the production programme: all these have marked highlights in the past year.

With the decision by Council for a smaller programme of screenings in the current year in order to spread the Film Group's minimal manpower into other activities, it's hoped members will still show their support for what the Group is trying to do for members and the Society.

Screenings

The bi-monthly screenings continued through 1978 but, as indicated above, 1979 marked a reduction in screenings. Council believed it imperative that more effort should be given to the Film Archives, to production, film sales and to long term planning of objectives for the Film Group.

Screenings at the National Mutual Theatrette have been very well attended and for this we thank members and their friends and projectionists and organisers of the screenings.

The highlight of the year must have been the first Stan Flattely Memorial Annual Film Competition. Despite a number of organisational 'teething' problems, it got off to a fine start in August. It was a revelation to the judges the high standard of film making being carried out by members. Excellent camerawork and superb with sound. With a great standard of work it was hard choosing an outright winner: David Crawford's *Return of 621* (South Australian steam, of course). All but one entry was sound and one even in cinemascope! One area we'd like to see better represented is historical rail films.

Sincere thanks are extended to Mrs. Flattely for her interest and support for the competition. No only did Mrs. Flattely make it all possible, but generously provided the prize money and presented the awards.

Other highlights included the long overdue revival of the BBC's classic film of the glory and end of steam in Britain: *Giants of Steam.*

And a house full at the Annual Film Night saw the unforgettable sight of Japanese steam locos fighting through the snow in Hokkaido: *Poem of a Steam Locotive,* along with new Film Group release: *Twilight of Steam,* recording the last years of V.R. steam and highlighting the Easter Steam Festival with 38s paralleling a Hudson to Melbourne. Apart from the latest adventures of Sherlock Holmes in *The Seven Percent Solution,* with great cloak-and-dagger exploits across Europe. It was quite a night.

Despite the reduced number of screenings, 1979 opened well with a chance for members to view a range of recent acquisitions in the Film Archives. Like the long lost Walhalla short, the valuable donation to the Archives of the late Ern Tindall's Puffing Billy film *Old Man of the Mountains* and not the least, the new sound version of the old favourite best seller on the sales list: *Seven-0-Four.*

For those who missed the BBC's superb series on the Great Little Trains of Wales, or who only saw it in black and white on TV, the *Llanfair and Welshpool Railway* episode was a glorious feast of steam and colour on the big screen.

Continuing good relation with film companies and distributors helped to make the job of programming so much easier and ensured quite a vintage year for the variety and quality of films we were able to obtain for screenings.

Not forgetting the Australian Model Railway Exhibition in March this year. Once again continuous screenings in the modified and enlarged tunnel exhibit which proved so popular in 1978. A very big 'thank you' to all who helped the success of the Film Group's contribution to A.M.R.A. And to the many kind people, many we didn't know, who came up to say thanks for the films on view.

Production

The past year will probably go down as our best effort year for the release of films. Two new release titles added to the Sales list plus a new Film Group promo title, a new sound version of an old favourite, considerable new footage added to the newsreels in the Archives, the special record film of the restoration of K184, and a start made on the 'A' Box film project.

In October we premiered the new film: *Steam,* an impression of steam action set to a modern music score which is proving very suitable for screening to non-enthusiast groups as an introduction to the mystique of the love of steam. The Annual Film Night premiered (as reported elsewhere) *Twilight of Steam* and after some nine years of our old Film Group Title with the double heading R's over the camera at Diggers Rest, it's passed into history with the deterioration of the only print available. So, we now have a new up-beat modern version to usher in, hopefully, an even better decade of rail films for the 1980s. The new promo, incidentially, features double heading Rs parallel running with the Spirit on the celebratee *Seymour Centenarian.*

Film Sales

Concurrent with an enlarged Film Sales List, there has been a heartening up-turn in sales. Despite an already over taxed workload for the Group Committee, the increase in orders has been handled as efficiently as possible.

Hopefully news will shortly be announced of our first archival sales release with the subject: *Vintage Locomotives of the Victorian Railways.*

The one black mark in the Sales Department has been the enforced pull out from standard 8mm printing. With the film laboratories offering increasingly difficult obstacles to reduction printing to this gauge, we had to reluctantly cease offering standard 8mm. We can only hope members affected will accept our apologies and that they may be able to buy on super 8mm instead.

Film Archives

This Department has been particularly hit by restricted manpower in the past year. The long awaited Archive Catalogue has been hard hit and so has the work of researching new sources of film for acquisition. Despite this a number of valuable acquisitions and donations have occurred. We'd especially like to record the generous donations of films from Ian Barkla and the family of the late Angus Skewes.

As already noted, the long sought archive short on the Walhalla line was acquired, complete with sound track, a fascinating film on the V.R.s 1947 *Rail Strike* and film of timber tramways of the Warburton area. The help and co-operation of individuals and film companies is gratefully acknowledged.

We continue to assist outside groups, film companies and television stations with the sales and loan of rail films and extracts for use in outside produced programmes. Revenue from these sales is a welcome way of offsetting the high costs of acquiring film for the Archives. It's also a valuable way of spreading the Society's influence and creating a positive image of an informed, historical society especially amongst the media. We certainly continue to enjoy a good press in the ABC's television research department!

Prospects

Several aspects are worth noting. First, the growing sophistication and real skill of film makers in the Society, as evidenced by the Stan Flattely Competition. We'd like to suggest that continuing exposure to examples of good rail film making, which we try to feature in screening, is one of the best ways for film makers to le[illegible] new techniques and find even better ways [illegible] capture on film their personal love of railways.

Second, members' enthusiastic support of recent screenings is a most welcome thank you for the work of organising film programmes.

Third, if there are any genuinely interested film enthusiasts in the Society, willing to contribute any time to help in the Film Group, please don't be shy in coming forward. Ideas as well as eager hands are vital to our progress and prospects for the next decade.

RECORDING GROUP

The recording Group has been quietly busy during the last 12 months catching up on a lot of background work.

One of the big jobs still facing us is the cataloguing of the entire tape collection.

To date some 350 Victorian, 50 Tasmanian, and 50 N.S.W. tracks have been catalogued, these being assessed on the basis of time and quality. This is approximately one quarter of the collection.

The latter part of 1978 saw the re-release of the popular record 'Night Shift', and our first venture into cassette production. This has proved most successful with the first run being sold out very quickly. You can be sure that cassettes will be part of every future production. We are also considering putting some of the older Victorian records on cassette as well.

Also towards the end of last year the National Mutual Theatrette rocked to the sounds of Victorian Steam — thanks to Geoff Peterson (recording group member and Council Rep.) with visuals supplied by the Archives and Ray Bruce — a special thanks.

Other special projects have been supplying sounds to:

- Channel 9 for Weekend Magainze.
- Swan Hill Folk Museum for the 'Sound and Light' presentation.
- Peanuts Underground Restaurant.

We have also been busy collecting recordin[illegible] of:

- Flinders Street station announcements.
- Manual staff equipment.
- Railmotors.

Although there might not have been too many visual signs of activity with recordings there has been a lot going on in the background, and a lot more planned — particulary with sounds that may not be part of the railway scene much longer.

ENTERTAINMENT

As for the past few years Entertainment Meetings have continued to be held in the National Mutual Theatrette. Due to a concerted publicity campaign regarding Entertainment Meetings attendances have improved markedly during this year. So much so in fact that the April meeting saw us faced with an embarassingly large number of members present.

In order to put the Entertainment Committee more in touch with the thinking of members regarding the Entertainments Meeting a telephone survey of over 300 metropolitan members was conducted. The response to this survey was most encouraging and the Entertainment Committee is already acting on a number of the findings from the survey. Thanks must be given to all those who participated in the survey and to all those who assisted in carrying it out.

Thanks must also be given to the Film Group for the major role that they have played in providing syllabus items over the past twelve months. Inspite of the popularity of their programs it is not intended to place such heavy demands on them in future and so allow the Film Group to concentrate more of their energies on the production of films.

Finally, thanks must be given to Mr. Vance Findlay who retired at the start of this year as Convener of the Entertainments Committee. Vance has held this position for a number of years and it has been due to his efforts that the Entertainments Meetings carried on successfully over that time. His continued support during this year has enabled the new committee to get off to such a smooth start. Thank you once again Vance.

Syllabus Items Presented During the Year

1978	May	Tony Marsden — Experiences as a Fireman in South Africa.
	June	Film Group.
	July	Annual General Meeting — no Syllabus Item.
	Aug.	Auction Night.
	Sept.	Sound Recording Group.
	Oct.	Film Group.
	Nov.	Dr. Wilfred Brook — Signals and signalling.
	Dec.	Annual Film Night.
1979	Jan.	Mr. G. F. W. Brown — Problems of Steam Locomotive Maintenance.
	Feb.	Mr. Harry Lardner — Signalling Changes North Melbourne to Richmond.
	Mar.	Mr. John Buckland — S.E.C. Railways at Yallourn.
	Apr.	Film Group.

LIBRARY REPORT

It is very pleasing to be able to report that the library has completed cataloguing of the library books and these are now available for borrowing by members. Shelving has been obtained and there will soon be a need for further shelving to be purchased.

One of the main areas of disappointment has been the lack of support by members wishing to borrow books from the library. Opening the library each Tuesday night is a great strain on the staff particularly if members do not come. A collection of books have been taken to Entertainment meetings and lendings from this venue have been successful. It may have to be that activities at Windsor are curtailed in favour of operations from the Entertainments meetings. A serious lack of staff to operate both venues has caused some problems during the year. The librarian is most anxious to hear from members who are willing to assist in the library.

Next year we intend to start binding the extensive range of magazines that the library has in its possession. As these become available they will be available for lending to members.

EXHIBITIONS

The Society has participated in a number of Exhibitions during the year, the major Exhibitions being the Melbourne Pageant, the A.M.R.A. Exhibition, and the Murtoa Centenary.

Two of these involved use of the Historical Display car 30AV, which after its journey to Murtoa has been restricted to 20 m.p.h. which will virtually eliminate it from being used in country areas.

It is hoped that this year a number of exhibitions will be attended including the 1980 A.M.R.A. Exhibition.

NEWSRAIL

This annual report covers the period commencing with the May issue and finishing with the April issue, 1978-79. It has been a year of consolidation, made possible by the continuity in sub-committee membership over this period. With the problems of staffing and actually meeting publication commitments being under control, our attention has been directed to improving the magazine, both in content and format.

The highlight of the year was the bumper issue in November 1978, commemorating 21 years of the magazine and made possible without additional cost to readers by receipt of council support. In this issue, 32 pages were filled with articles written by railway 'celebrities', a summary history over the last 21 years, and historic photos including a superb centre page spread which was subsequently made available as a colour poster.

Early in 1979, it was resolved to increase both the cost and number of pages for each issue, a decision prompted by the increased number of articles and news items being received. From May 1979, each issue will contain four extra pages, containing more articles and photographs and simultaneously, we believe, maintaining our standing in the field of Australian railway magazines reporting current events. Several colour photographs were included in the eleven issues of the 1978-79 year and it is planned to increase this number over the next twelve months. The policy of introducing each issue with an editorial was pursued throughout the year.

The format of the magazine has been altered slightly with the introduction of 'Taildisc', located appropriately enough on the last page of each issue and containing letters to the editor, items of interest and the monthly railway quiz. In other respects, each section has been busy, with news items flooding in following the continued programme of services rationalisation being undertaken by VicRail. This development has resulted in a slightly different slant on items considered to be newsworthy. As an example, reports on branch line activities, an area which has succumbed most heavily in recent times, have been watched closely by several *Newsrail* correspondents. The News Editor takes this opportunity of thanking all contributors for their support and particularly those who stick with us, month after month, bringing in the news. The articles editor has received more copy than the magazine can handle, with the result that some contributions have been reluctantly held over until space becomes available. The proposal to increase the magazine size is intended to alleviate this situation and it is hoped that articles on current topics will continue to flow in during the forthcoming year. Advertising revenue has increased markedly over the year since this fie has been controlled by an advertising manag following a period of relative neglect. We hope to improve our performance further in this area, next year.

Our endeavours to increase circulation have taken the form of advertisements in magazines and mail-outs circulated amongst VicRail employees. Initial results have been disappointing, but it is, at this stage, too early to fully assess the results of these efforts. Although the number of subscriptions has remained constant at approximately 1,250, print runs have been recently increased from 2,000 to 2,200 to meet the demand from increased over-the-counter sales.

In the forthcoming year, we look forward to introducing further improvement to *Newsrail* with the continued support of our readers. And remember, if you have any comments, constructive or destructive, drop us a line.

PUBLIC RELATIONS

To be able to report a year of success the Society's Public Relations Officer must endeavour to exploit occasions associated with important past, present and future happenings of the Victorian Railways. For the past 25 years it has been progressively proven that railway centenaries are great and appropriate occasions to boost good public relations for both the V.R. and the A.R.H.S.

It all began in a humble way for the Society back in 1954, the year of Australia's first railway centenary, that of the Victorian Railways. Although the Department did not believe i allowing the Society to run a special train of any description on that occasion it eventually bowed to persistent persuasion by approving of the first A.R.H.S. Centenarian, to Geelong hauled by A2 822 in June 1957. It immediately became apparent that the presence of a steam locomotive on a special train packed with Society members and friends was a guaranteed draw-card to capture the public's imagination to ensure highly successful railway centenaries. Thus, the joint A.R.H.S.-V.R. partnership for railway centenaries

developed even to the extent with the V.R. Board participating by using its own special train in addition to one sponsored by the Society.

Industrial action prevented the use of the Board's Special Train for the Hamilton Railway Centenary in 1977. As a compromise solution for future railway centenaries and as a means of reducing the Board's costs, the Society wrote in November 1978 suggesting a joint V.R.-A.R.H.S. special train for the Sale Railway Centenary in March 1979. In the belief that a train full of passengers is an important feature of railway centenaries and in view of possible resistance from regular Society clientele due to previous mini-centenaries marking dates on which the line had already opened in three separate sections and a likelihood that the Summer Fire Ban may have meant use of non-steam motive power, the Society requested the Board to provide a special train at an attractively low fare to encourage good patronage.

A prompt reply advised that the Board did not propose to have direct participation in this or any further commemorative activity of a like nature. The Department was looking into the question of the extent to which it thought would be appropriate to have a financial involvement, in conjunction with the Society in the operation of trains of this type and further details would be advised when the Board clarified its ideas. Regrettably, two months dragged on placing the Society in a difficult situation. Normally a brochure would have been posted to members in February to promote the event but in the absence of appropriate information this was not possible. Following further urgent representations it was learnt that the Society's recommendations had been rejected. Instead, the V.R. announced that in future its participation would be limited to providing a plaque, a locomotive head-board, a display at the centenary station and a district officer would represent the Board in place of the Chairman. A special train of air-conditioned and non-airconditioned carriages would be provided without financial risk to the Society as an extension of the VicRail Package Tours program. Fares quoted were considerably higher than anticipated, and in view of the circumstances, unlikely to attract members patronage. In addition there was a condition imposed that airconditioned carriages would be deemed to be first class accommodation and non-airconditioned, economy class with an almost unbelievable embargo that only economy class would be available to the Society. When the Tour Organiser pointed out that approximately 65% of members selected either airconditioned or first class on most excursions when a choice is available, the Department replied that those desiring these comforts would have to book direct with the V.R. and not through the Society. As a further restraint, the Society could not set its own fare structure (as is a long established accepted procedure) but instead would be credited with 7% commission on sales of economy class tickets. This was estimated to reach less than $40, a pittance compared to the Society's promotional expenses involving brochures, postages, centennial costs plus steam maintenance charges due to Steamrail. The Department's proposed new policy was clearly unacceptable. With less than a month left to properly promote the event, the Society was mindful of its obligation to commemorate the Sale Railway Centenary with a traditional Centenarian special train and proceeded to endeavour to do so at its own risk. As an important historical commemoration, the occasion was successful, but the financial outcome as detailed elsewhere in the Tours Report would have been far more serious had it not been for the local patronage that eventuated.

It is doubtful if a VicRail Package Tour and the traditional railway historical or enthusiast society railway centenary special train are compatible. This is particularly so when long distances are involved which in the present absence of powerful main line steam locomotives and despite the best intended plans, are liable to extend into very l-o-n-g outings. Other matters requiring consideration include photo-stops, engine requirement stops, and uncontrollable delays caused by mass crowd interest at the site of the railway centenary. All this adds up to a very different picture usually associated with VicRail's Package Tours express running, heavy dining cars attached and hopefully, on-time, there and back schedules.

For a quarter of a century, the societies with considerable membership and expertise have been depended upon in Victoria to provide the draw-card for railway centenaries. Without this voluntary and dedicated service rendered on behalf of the Victorian Railways much would have passed into unrecorded history. In providing this specialised service the societies deserve to retain their ability to at least recoup expenses involved with railway centenaries and also offered an incentive to earn a profit which can be ploughed back into further preserving the State's railway heritage. As mentioned in the opening paragraph of this Report, railway centenaries are great and appropriate occasions to boost good public relations. To ensure the desirable continuance of such achievements it is important that the successful A.R.H.S.-V.R. partnership built up on the initiative of the Society over the last 25 years is consolidated. Good public relations must be earned and cannot be bought: you can't have the cake and eat it

too! The Department's new policy orientated towards capitalizing on railway centenaries through its VicRail Package Tours at the expense of the societies misses these vital factors. Negotiations are continuing in this regard and hopefully next year's Annual Report will be able to record an acceptable change of heart towards this issue.

TOURS

As foreshadowed in last year's Annual Report this year continued to present increasing challenges to those involved in rail tour organisation. Closure of poorly patronised country branch lines, increasing costs, shortage of tour officials and the continuing absence of fast main line 'R' class locos were taken into account when planning suitable and interesting tours. Because of these factors the Committee, in adopting a cautious attitude, particularly in restricting the total number of tours, has endeavoured to surmount the numerous and varied problems encountered to the best of its ability. An appeal early in 1979 for new volunteers to assist the small overworked tours team, not surprisingly, brought an almost nil response from members. The repetitive appearance of the same named officials is not intended, but mainly due to the fact that others have not made themselves available.

Planning of tours is made more difficult by the still continuing embargo by VicRail in refusing to supply current Working Time-Tables to the Society. One hopes this unsatisfactory situation will be overcome in the near future.

It is pleasing to again be able to report that the co-operation and enthusiasm of crews and railway staff has contributed considerably to the enjoyment and success of most tours for which our grateful appreciation is tendered.

Two hundred and twenty patrons responded to the Tours Questionnaire held during the year, which was most encouraging. It clearly demonstrated that many of our 'regulars' share the concern of the Tours personnel in the continued operation of special rail tours. Basically, the replies confirmed the Committee's thinking that more emphasis must be placed on conserving surviving steam locomotives by: (a) Utilizing light weight carriages to keep the loads well within the present day capabilities of the 'K' class and their diesel age crews. (b) Avoid long, hard slogging, all-steam marathon day tours which strain both the patience of crews and passengers, and (c) Don't expect the 'K' locos to be flogged along on main lines at 50 m.p.h. endeavouring to keep tight time-tables. These locomotives were not designed for this type of operation. In other words, don't expect the 'K' to do an 'R' class job!

'Late booking' applications unfortunately still continue to be a bug-bear in tour planning. Apart from creating last minute pressure on booking officers and critical decisions for organisers, this unfortunate aspect almost led to the cancellation of two tours. The Society must be in a position to make firm commitments with the railways, caterers, buses and other ancillary services at least a week before the tour.

Following the Annual General Meeting of the Society in July 1978, the Tours Committee was reformed, now under the leadership of Shane Moore, who has served on the Committee for the past 6 years. Don Potts retired as Tours Officer, following his appointment as the new Chairman of Steamrail, although still a Committeeman of the Tours Committee. We are very grateful to Don for his unending assistance and guidance whilst he was at the helm. Early in 1979, Ron Hessey retired from the Committee resulting in a great loss to us. Thank you, Ron for a job very well done during your term on the Committee as both Booking Officer and a Tour Organiser.

The first tour on July 15, visited Skipton behind K153 on the Society's first all-steam special train for 3 years. It had been 17 years since the Society last visited this terminus by steam train. Unfortunately, only 167 passengers participated, but certainly got value for money with the ahead of schedule running, fast run up Ingliston bank with only 4 cars and highlighted by an unscheduled stop at Ballan for 29 minutes on the way home when 'the V.R. borrowed the 'K' loco to rescue an Adelaide bound Jet fast freight with 110 vehicles on it'. An unplanned event which passengers wouldn't have missed for quids!

Next tour was the 'Farewell Walker D.R.C.s' to Allendale via Castlemaine and return through Ballarat on August 13th. Opportunity was taken to utilise one of the rapidly disappearing 280 h.p. rail cars, which attracted a patronage of almost 150 people. Hence a second division of the tour was run on the 22nd October. Good time-keeping was a feature of both trips. On the first division, passengers were taken by bus from Allendale to Kingston where rows of Tait cars are being scrapped by a private contractor by incineration.

The long awaited, twice deferred Royal Silver Jubilee Appeal Tour finally became a reality (just!) on October 14th, when a total of 521 passengers from Melbourne participated in a

round tour via Morwell and return through Nyora and vice-versa on the 2 special steam hauled trains. Coaches were used on the section between Morwell and Nyora each way. Originally scheduled to run on May 20th, the tour had to be deferred due to the withdrawal of service of K184, following the collapse of its internal steam pipe which necessitated major works.

The triumphant story of the return to service of K184 is told elsewhere in this Annual Report. K184 was only completed by the private contractors the day before the tour, thus being no time for a 'test run'. Both locos performed in fine form, whilst the Society deemed it a privilege to have been invited to partner VicRail in running this tour. The Department provided the trains and crews gratis and the A.R.H.S. donated its normal profit margin and made no charge for promotion or organising the trips. Apart from the necessary contribution towards Steamrail Loco Maintenance ($1664) a total of $3385.40 was raised by the joint venture for the Queen's Royal Silver Jubilee Appeal for young Australians.

The decision of Victour to discontinue ticket sales after deferment of the excursion put the Society and VicRail to considerable extra expense, and caused confusion and additional strain on our volunteer officials. Considering that the excursion was being organised on behalf of the Government Service Committee, it was regrettable that Victour was the only Government department that refused to cooperate resulting in the denial of over-the-counter ticket sales, causing a loss of approximately 200 potential passengers who would have used the Bureau to book. Whilst this report is rather verbose, it is only fair that readers should be informed of some of the 'behind the scenes' activities associated with the organising of this particular tour.

Although a brochure had been prepared and sent to members advising them of the proposed tour to Wedderburn scheduled for the 25th November, it was learnt during mid-November that the tour could not proceed due to VicRail's inability to provide sufficient loco crews to work our special train. Because of the impending heavy wheat harvest, 250 propective patrons were disappointed and it was decided to 'have another go' in running to Wedderburn next year. A tour to Healesville was arranged as a substitute in almost record time, resulting in a fair patronage, fine weather and good performance by K184 on a successful outing.

The first tour for 1979 was the Sale Railway Centenary conducted on the 31st March. In 22 years of sponsoring railway centenaries, the Sale Commemoration patronage of only 120 from Melbourne was the lowest yet recorded. Despite the poor support and the likely deficit, the tour was run as part of the accepted responsibility to be involved in such events. This was the first centenary subject to the V.R. Department's new policy which no longer includes its own special train. Official representation has been reduced to local senior officers, bunting around the station, a mobile photographic display and a plaque at Sale, which, unbelievably, does not even include the date of the centenary!!! In addition, the special proceeded to Stratford and returned to Melbourne via Maffra.

Two tours which did not become a reality during the year were to Orbost and Phillip Island (a round tour in conjunction with the Association of Railway Enthusiasts) respectively.

Surprisingly, the proposed Orbost tour, using steam, was cancelled due to lack of patronage. Conversely, there were plenty of customers for the Phillip Island round tour which was cancelled at the last moment due to the absence of a suitable ferry. Arrangements are in hand to conduct this tour later in the year when a replacement ferry will be utilised.

In closing this report, special thanks must be extended to those persons who acted as Tour Organisers and Booking Officers for the various excursions, together with a few volunteers who helped out on the day of the tour in some other form or another.

Tour Statistics — 1st May 1978 to 30th April 1979

Tour No.	Date	Destination	Motive Power	Organiser	Booking	Pass.
237	July 15	Skipton	K153	S. Moore	W. Brown	167
238	August 13	Allendale	D.R.C.	R. Hessey	R. Hessey	81
239	October 14	Morwell/Nyora	K153 K184	D. Potts S. Moore	R. Hessey M. Clifton	521
240	October 22	Allendale	D.R.C.	R. Hessey	R. Hessey	62
241	November 25	Healesville	K184	P. Keen	P. Keen	184
242	March 21	Sale Stratford	K153 L1160	D. Potts	B. Reid	120

SLIDE COMPETITION

Eleven competitions were held during the year, with 15 competitors participating, and a total of 156 slides being entered. The average number of entries per month was 17 slides, the highest number of entries was for April 79 when eight competitors entered 27 slides, the subject was 'A Branch Line Shot'.

The Winner of the 1978 Competition was Lionel Rickard with 30 points.

Several changes were made through the year, Arthur Straffen and Lionel Rickard felt they had spent long enough assisting with the competition and needed a well deserved rest. Although Arthur still assists with the projector at the Monthly Meetings. A great deal of credit must go to Vance Findlay for the many years of service he gave to the competition, Vance felt that he had spent long enough in this sphere of the Society, and that he needed more time to concentrate on his other activities. The judging of the competition was for the greater part of the year performed by Alan Polglaze and we offer our thanks for his services over the years. Tony Marsden has taken over this role and is doing a very capable job.

Starting with the April competition the number of slides that can be entered by any one person was lifted from 3 to 4 and this has had a dramatic affect on the amount of entries which has risen from around 20 slides up to about 30. The number of people entering the competition is steadily rising along with the standard of slides, making the competition very competitive. So the Slide Competition is becoming, more so, one of the highlights of our Monthly Meetings.

PUBLICATIONS

With the retirement of the 1977/78 Publications Committee, some members having served the Society in an excellent manner for a number of years, publications have not been as active as we would have liked.

There are two books which are well on the way to being published. *The Outer Circle Railway,* by David Beardsell and Bruce Herbert should be available before the end of the year, and it will be a class production with many hours of work by these two people, assisted by a number of other helpers. The second book on *Preserved Locos in Steam* is almost ready for the printer. This will be smaller and cheaper than the other book, but likewise many hours have gone into its production by a number of people, and it will fill a need for quick selling productions.

Mr. Peter Nielson, a member of many years has agreed to become convener of the Publications Committee, and is hopeful of obtaining support from members, and to receive suggestions for future publications.

FINANCE REPORT

During the year the Finance Sub-Committee held five meetings. At the early meetings particular attention was given to estimates by the different groups of income and expenditure for the ensuing year. Also the Sub-Committee considered closely accounts drawn up by the Accountant to give approximate results for three consecutive quarters on a progressive basis. This procedure enabled a close assessment to be made of the actual results for the financial year. All unusual or unexpected items of either income or expenditure were examined.

Following his election to the office of Honorary Treasurer at the last Annual General Meeting, Mr. B. Sykes has joined the Sub-Committee and has attended most meetings. There were no other changes in membership of the Sub-Committee.

One important recommendation made by the Sub-Committee and subsequently approved by Council concerns accounting for Society owned exhibits at the museum. In consultation with the Auditors it was decided to bring to account in the Balance Sheet the value of Society owned exhibits which had been assessed at $18,450 by an independent valuation. Most of these exhibits were donated but some were bought. The asset of $18,450 will give rise to a corresponding credit to Museum Preservation Account. The asset will be subject to depreciation.

During the year $4,000 maturing investments in Special Bonds were advantageously reinvested in Australian Savings Bonds Series 1 and 8 to yield at least 9.7%.

Apart from heavy expenditure on the maintenance of museum exhibits, as authorised by Council, the general financial result for the year is satisfactory.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

1. In our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the society's affairs at 30th April, 1979 and of the surplus for the year ended on that date.

As required by the Companies Act 1961 we report as follows:

In our opinion

(a) the attached accounts are properly drawn up:

(i) so as to give a true and fair view of the matters required by Section 162 to be dealt with in the accounts; and

(ii) in accordance with provisions of that Act.

(b) the accounting records and other records, and the registers, required by that Act to be kept by the society have been properly kept in accordance with the provisions of that Act.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 28th June, 1979.

By Its Partner,
P. M. WINTER

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1979
ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1979 and in accordance with Section 162A of the Companies Act 1961 report as follows:

(a) Directors in office as at the date of this report are

Mr. E. W. Pretty	Mr. R. G. Bishop
Mr. E. J. Hogan	Mr. S. J. Bucton
Mr. A. E. Sell	Mr. P. D. Keen
Mr. R. G. Bramley	Mr. F. J. O'Shea
Mr. B. A. Sykes	Mr. N. Pearson
Mr. W. C. Rapley	Mr. G. Peterson

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $245.

(d) The Museum Rollingstock Exhibits were revalued by the Council on the 18th December, 1978 and the resulting surplus of $18450 was transferred to the Museum Preservation Fund.

There were no other significant amounts transferred to or from reserves or provisions during the financial year.

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets [other than those mentioned in paragraph (g)] were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION
YEAR ENDED 30th APRIL, 1979
ANNUAL REPORT OF THE DIRECTORS (Cont'd)

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board —

E. W. PRETTY, Director

Dated at Melbourne this 28th day of June, 1979. A. E. SELL, Director

STATEMENT BY DIRECTORS

We, Eric William Pretty and Anthony Edward Sell, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1979 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1979.

E. W. PRETTY, Director

Dated at Melbourne this 28th day of June, 1979 A. E. SELL, Director

STATEMENT PURSUANT TO SECTION 162 (12) OF THE COMPANIES ACT 1961

I, Barry Albert Sykes, being the person in charge of the preparation of the Company's accounts, hereby state that to the best of my knowledge and belief the accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Melbourne this 28th day of June, 1979. B. A. SYKES

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1979

1978					1979
		SOCIETY FUNDS			
$26308		Accumulated Fund (Statement Attached)			$28197
23114		Museum Preservation Fund (Statement Attached)			39878
107		Steam Preservation Fund (Statement Attached)			107
715		Carriage Preservation Fund (Statement Attached)			5
(29)	(Dr.)	Yarra Car Fund (Statement Attached)			13
—		Electric Train Preservation Fund (Statement Attached)			710
$50215					$68910
		THESE FUNDS ARE REPRESENTED BY:			
		Current Assets			
50		Cash on Hand		—	
—		Commercial Bank of Australia Ltd. — General Account		1051	
8105		— Museum Account		615	
12746		Commercial Savings Bank of Australia Ltd.		12158	
59		Bank of New Zealand		74	
2838		Debtors: Trade	3011		
970		Other and Prepayments	1379	4390	
—		Tour Expenditure Paid in Advance		342	
15		Deposits		30	
22472		Stock on Hand (at lower of cost or net realizable value)		25423	
47255					44083
		Less Current Liabilities			
6		Subscriptions in Advance: Members		3	
—		*Bulletin*		7	
10		*Newsrail*		30	
5947		Commercial Bank of Australia Ltd. — General Account		—	
6662		Creditors: Trade		12045	
12625					12085
34630					31998
		Plus Non-Current Assets			
		Deferred Assets			
900		Loans to: Geelong Steam Preservation Society	900		
200		Ballarat Tramway Preservation Society Ltd.	—		
1100				900	
		Investments			
10000		Commonwealth Special Bonds (at cost)		12234	
		Fixed Assets			
		Library, Furniture and Equipment:			
1495		At Council Valuation 17th July, 1967	1495		
6189		At Cost	6497		
308		Plus Additions (at cost)	1884		
7992			9876		
3507		Less Provision for Depreciation	4363		
4485				5513	
		Museum Rollingstock Exhibits:			
—		At Council Valuation 18th December, 1978	18450		
—		Less Provision for Depreciation	185		
—				18265	
		Intangible Assets			
2180		Renovations to *Yarra Car* (at cost)	—		
2180		Less Provision for Amortization	—		
—				—	
15585					36912
$50215					$68910

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

SUPPLEMENTARY STATEMENTS

1978			1979
	ACCUMULATED FUND		
$19845	Balance as at 30th April, 1978		$26308
6463	Plus Surplus for Year		1889
$26308	Balance as at 30th April, 1979		$28197
	MUSEUM PRESERVATION FUND		
25234	Balance as at 30th April, 1978		23114
—	Plus Museum Rollingstock Exhibits Valued		18450
(2120)	Less (Deficit) for Year		(1686)
$23114	Balance as at 30th April, 1979		$39878
	STEAM PRESERVATION FUND		
10	Balance as at 30th April, 1978		107
97	Plus Surplus for Year		—
$107	Balance as at 30th April, 1979		$107
	CARRIAGE PRESERVATION FUND		
1185	Balance as at 30th April, 1978		715
(470)	Less Transfer to Electric Train Preservation Fund		710
$715	Balance as at 30th April, 1979		$5
	***YARRA CAR* FUND**		
(437) (Dr.)	Balance as at 30th April, 1978	Debit	(29)
408	Plus Surplus for Year		42
($29) (Dr.)	Balance as at 30th April, 1979		$13
	ELECTRIC TRAIN PRESERVATION FUND		
—	Tranfer from Carriage Preservation Fund		710
—	Balance as at 30th April, 1979		$710

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1979

1978					1979
	INCOME				
$5721	Membership Subscriptions				$6054
170	Enrolment Fees				345
360	Interest Received				208
167	Library Fees				326
113	Donations — General				1
(2120)	(Deficit) from Museum (See attached statement)				(1686)
3657	Surplus from Tours (See attached statement)				654
8477	Surplus from Sales Department (See Note 2)				6839
884	Surplus on *Newsrail* (See Note 3)				695
401	Surplus on *Bulletin* (See Note 4)				717
(470)	(Deficit) from Carriage Restoration (See Note 5)				—
97	Surplus from Steam Preservation (See Note 6)				—
408	Surplus from *Yarra Car* (See Note 7)				42
17865					14195
	LESS EXPENDITURE				
	Direct Service to Members				
568	Meeting Expenses	502			
—	Less Door Fees	—	502		
8	Depreciation of Library Books and Equipment		37		
96	Slide Competition		66		
155	Annual Film Night		123		
827				728	
	Administrative				
3244	Postage and Telephone		2251		
480	Distribution and Mailing		525		
1883	Printing and Duplicating		1312		
358	Stationery		1498		
347	Insurance		527		
600	Audit Fee		650		
1650	Accountancy Fees		1675		
80	Federal Secretary's Expenses		43		
471	Other Expenses		539		
10	Equipment Repairs		173		
289	Depreciation on Furniture and Equipment		296		
9412				9489	
	Group Expenses				
1319	Film Group	1260			
17	Depreciation of Equipment	57	1317		
968	Archives and Research	(138)			
157	Depreciation of Equipment	169	31		
77	Recording Group	525			
4	Depreciation of Equipment	5	530		
2542				1878	
	Other Expenses				
310	Windsor Station Room Expenses		387		
396	Publicity and Exhibition		1468		
706				1855	
13487					13950
$4378	**Surplus for Year**				$245

APPROPRIATION ACCOUNT

$4378	**Surplus for Year**		$245
	This surplus has been apportioned as follows:		
6463	Accumulated Fund — Surplus	1889	
(2120)	Museum Preservation Fund — (Deficit)	(1686)	
97	Steam Preservation Fund — Surplus	—	
(470)	Carriage Preservation Fund — (Deficit)	—	
408	*Yarra Car* Fund — Surplus	42	
$4378			$245

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

MUSEUM INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1979

1978				1979
	INCOME			
$8508	Gate Donations			$9264
949	Sales Surplus on Books, etc. (See Note 8)			1976
254	General Donations			70
—	Auction Night			536
1716	Interest Received			1887
11427				13733
	LESS EXPENDITURE			
	Current Operations			
593	Security Patrol		465	
412	Electricity		505	
60	Rates and Rent		70	
40	Administration		195	
528	Gate Keeper's Expenses		528	
121	Insurance		318	
981	Ticket Printing and Advertising		1205	
427	Paint		645	
2110	Other Materials		1875	
9	Equipment Repairs		19	
—	Donations to — Springvale Live Steamers		65	
—	— 'K' Class Appeal		275	
—	— Williamstown Hospital		50	
215	Depreciation of Equipment		257	
5496			6472	
	Major Works			
8051	Locomotive Restoration	—		
—	Museum Exhibits Maintenance	7268		
—	Depreciation of Rollingstock Exhibits	185		
—	Area Improvements	626		
—	Miniature Train Track	868		
8051			8947	
13547				15419
($2120)	**(Deficit) for Year**			($1686)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

TOURS INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1979

	Net Revenue	Transportation Railway	Transportation Other	Refresh	Steam Tax	Refuelling	Other Direct Costs	Surplus or (Deficit)
Skipton	$3046	1150	—	288	1184	140	85	199
Silver Jubilee	6182	—	1120	147	1664	30	3221	—
Maryborough (Walker D.R.C.)	2100	1404	40	5	—	—	69	582
Orbost	—	—	—	210	—	—	154	(364)
Healesville	2125	684	—	—	494	—	81	866
Sale	2321	1461	—	36	965	15	61	(217)
	$15774	$4699	$1160	$686	$4307	$185	$3671	1066
Less General Expenses								412
Surplus for Year								$654

Notes: Other Direct Costs of Silver Jubilee Tour include an amount of $3065 paid to the Queen's Silver Jubilee Appeal.

Orbost Tour did not operate, $210 shown paid for Refresh represents Hotel/Motel deposits not returned to the Society.

NOTES TO AND FORMING PART OF THE ACCOUNTS

Note 1

Summary of Significant Policies

Set out hereunder are the significant accounting policies adopted by the Society in the preparation of the accounts for the year ended 30th April, 1979.

Unless otherwise stated, such accounting policies were also adopted in the preceding accounting period.

(a) **Underlying Principles**

The accounts have been prepared in accordance with conventional historical cost principles and have not been adjusted to take account of either changes in the general purchasing power of the dollar or changes in the prices of specific assets.

(b) **Depreciation**

Depreciation is calculated on a straight line basis so as to write off the net cost of each fixed asset during its effective working life.

Where it has been impossible to determine the cost of an asset, the Council valuation has been used as the basis for calculating depreciation.

Additions are depreciated on a pro rata basis from the date of purchase.

The principal annual rates are:

Office Equipment	15%
Books	10%
Office Furniture	7.5%
Museum Rollingstock	1%

(c) **Stock Valuation**

All stocks are valued at the lower of cost or net realisable value.

(d) **Income Tax**

By virtue of its aims as set out in the Memorandum of Association the Society qualifies as an organisation specifically exempted from ordinary income tax under Section 23 (g) (iii) of the Australian Income Tax Assessment Act

(e) **Society Funds**

In order to ear-mark accumulated funds for specific purposes the Directors allocate surpluses and deficiencies arising from the various Society's activities over the funds detailed in the Balance Sheet.

The surplus for the year and the allocation over the funds is shown in the accounts.

1978				1979
	(Note 2)	**Sales Department**		
$24708		Sales		$24084
		Less Cost of Goods Sold		
21558		Stock on Hand 30.4.78	20608	
7021		Purchases	12287	
6000		Transfer to Sales Department of — *Newsrail*	6000	
199		— *Bulletin*	258	
34778			39153	
20608		Less Stock on Hand 30.4.79	23664	
14170				15489
10538		**Gross Profit**		8595
		Less Expenses		
804		Postage and Telephone	403	
453		Rental	393	
27		Electricity	99	
125		Cartage	68	
301		Wrappings	32	
183		Advertising	459	
97		Stationery	243	
5		Equipment Repairs	32	
9		Bad Debts	—	
54		Sundry Expenses	24	
3		Depreciation of Equipment	3	
2061				1756
$8477		**Surplus for Year**		$6839
	(Note 3)	***Newsrail***		
10278		Subscriptions		11633
356		Advertising		1035
10634				12668

		Less Cost of *Newsrail*		
15662		Cost of Publication	17382	
56		Other Expenses	559	
32		Depreciation of Equipment	32	
15750			17973	
6000		Less *Newsrail* Transferred to Sales Dept.	6000	
9750				11973
$884		**Surplus for Year**		$695
	(Note 4)	***Bulletin***		
4736		Subscriptions		5554
		Less Cost of *Bulletins*		
4534		Cost of Publication and Freight	5095	
199		Less *Bulletin* Transferred to Sales Dept.	258	
4335				4837
$401		**Surplus for Year**		$717
	(Note 5)	**Carriage Preservation**		
		Income		
10		Donations — Swing Door Preservation		–
		Less Expenses		
480		Restoration Expenses		–
($470)		**Deficit for Year**		–
	(Note 6)	**Steam Preservation**		
		Income		
97		Reimbursements of Wycheproof Turntable Expenses		–
–		Donations to 'K' Class Appeal	52	
–		Auction Night	536	
97				588
		Less Expenses		
–		Donation to 'K' Class Appeal		52
$97		**Surplus for Year**		$536
	(Note 7)	***Yarra Car***		
		Income		
408		Hire of *Yarra Car*		42
–		**Less Expenses**		–
$408		**Surplus for Year**		$42
	(Note 8)	**Museum Sales of Books, etc.**		
2371		Sales		3512
		Less Cost of Goods Sold		
646		Stock on Hand 30.4.78	1864	
2640		Purchases	1377	
–		Sundry Expenses	54	
3286			3295	
1864		Less Stock on Hand 30.4.79	1759	
1422				1536
$949		**Surplus for Year**		$1976

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*	1959-60	M. C. G. Schrader
1949-50	M. H. W. Clark	1960-61	A. C. Hill
1950-51	F. F. Smith	1961-62	M. C. G. Schrader
1951-52	J. D. McLean	1962-63	I. S. Sloggett
1952-53	J. L. Buckland	1963-64	C. L. Craig
1953-54	T. W. McGaw	1964-66	C. Einsiedel
1954-55	R. B. McMillan	1966-68	E. Quinlan
1955-56	G. Bakewell	1968-70	D. G. Potts
1956-57	C. D. Gavan-Duffy	1970-72	J. C. Brough
1957-58	R. T. Sloggett	1972-78	W. C. Rapley
1959-59	C. L. Craig	1978-	E. W. Pretty.

*Foundation President of the Victorian Division.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

OFFICE-BEARERS 1978-79

Patron: A. G. Gibbs, A.O.

Life Members: J. Y. Harvey, J. C. Brough, M. Clarke, J. Wilkie

President: E. Pretty

Vice-Presidents: E. Hogan, A. Sell

Immediate Past President: W. C. Rapley

Secretary: R. G. Bramley

Treasurer: B. Sykes

Assistant Treasurer: E. Hogan

Councillors: B. Bishop, P. Keen, A. May,* N. Pearson, G. Peterson, F. O'Shea, S. Bucton.*

Museum:
Chairman/Works Supervisor: G. Precious.
Secretary: N. Pearson.
Committee Members: K. & T. Clark, P. Jones, P. Jeeves, M. Hughes,* F. Cooper.*
Council Rep.: N. Pearson

Tours Committee:
Chairman: S. Moore.
Secretary: R. Hessey.*
Committee: W. Brown, B. Payne, D. Potts.
Council Rep.: P. Keen.

Newsrail:
News/Convener: A. Ward.
Articles: G. Bainbridge.
Layout, Production & Pictorial: B. Eadie.
Advertising: K. Harrison.
Assistants: J. Dare, P. Tesdorpf, P. Vincent.
Council Rep.: A. Sell.

Publications:
Convener: P. Neilson.*
Council Rep.: N. Pearson.
Advisers: R. Carlisle, J. Dare.

Sales:
Sales Supervisor: R. Hessey.*
Assistants: P. Barry, M. Clifton,* L. Rickard, E. Carew,* G. Carmichael.*
Council Rep.: E. Hogan.

Archives:
Chairman: I. Barkla.
Secretary: R. Bruce.
Members: R. Carlisle, M. Osbourne, V. Findlay, E. Carew.*
Council Rep.: A. May,* S. Bucton.*

Rollingstock Committee:
Chairman D. Potts.
Members: K. & T. Clark, P. Donald.
Council Rep.: P. Keen.

Entertainment Committee:
Chairman: I. Jenkin.
Members: A. Marsden, P. Keen, R. Bramley, V. Findlay, I. Lornie.
Council Rep.: A. May,* B. Bishop.*

Sound Recordings:
Convener: K. Buckland.
Adviser: C. Craig.
Council Rep.: G. Peterson.

Steam Rail Delegates:
P. Keen, G. Peterson, E. Hogan,* alternate N. Pearson.

Slide Competition:
Convener: P. Keen,* V. Findlay.*
Members: A. Marsden,* A. Straffen.*
Council Rep.: P. Keen.

Finance Committee:
Convener: J. Wilkie.
Members: N. Pearson, R. Paroissien, B. Sykes.
Council Rep.: E. Hogan.

Printing Group:
G. Carmichael.
Council Rep.: R. Bramley.

Film Group:
Officer-in-Charge: R. Seccombe.
Archivist: D. Kidd.
Publicity: B. Ellams.
Secretary/Programmer: J. Ellams.
Programme Advisor: D. Milk.
Council Rep.: B. Bishop.

Mailing Coordinator: R. Bramley.

Membership Officer: R. Hessey.

Public Relations Officer: D. Potts, W. Rapley.

Curator of Rented Premises: E. Hogan.

G.S.P.S. Representative:
A. May,* W. Rapley.*

Members Newsletter: R. Bramley.

Honorary Legal Officer: A. Sell.

Library:
Librarian: T. Case.
Assistants: D. Oliver, R. Bramley.
Council Rep.: F. O'Shea.

Exhibitions Officer: R. Bramley.

National Competitions Officer: R. Bramley.

Accountant: R. Paroissien.

Mailing Officer: N. Johnstone.

*Served part year only.

FRONT COVER:

Centre: Leslie G. Poole Memorial Trophy. Presented annually for the Best Individual effort by a member of the Society. The trophy was named after a Life Member, and the Builder's Plate depicted was from his collection. It was carried by D122 (0-6-0) on the Victorian Railways until sold to the Kerang Shire in 1920 and eventually scrapped in 1952. The trophy was awarded to Peter Jones — 1977-78 and Michael Hughes — 1978-79.

Left: Leslie G. Poole Memorial Shield — recording the winners of the trophy.

Right: Claude Einsiedel Trophy. Also presented annually for Outstanding Group effort. This trophy was also named after a Life Member, and was awarded to the Newsrail Magazine — 1977-78 and the Railway Museum — 1978-79.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY

VICTORIAN DIVISION

ANNUAL REPORT

and FINANCIAL STATEMENT 1979-80

PRESIDENT'S REPORT

This report is being written earlier than is normally necessary because of my impending visit to Great Britain for "Rainhill", hence I have not the advantage of sub-committee reports for guidance.

Our membership continues to rise (1,104 at the end of the year, representing 34% of total Membership in Australia), so perhaps we should ponder awhile on this encouraging result. Some of the increase no doubt comes from the recommendations from current members but more so, I contend from the increased interest in Railway preservation engendered by the numerous publications available to the reading public, indeed so many that higher priced books have fallen on rocky ground. The railway fan is a discerning reader and expects value for money.

The Outer Circle is a case in point; our Society is proud of this latest achievement, it has eminently maintained our very high standards. I am sure the acceptance of this book by people who have not previously been aware of our Society has also contributed to an increase of interest in Railway preservation. Our congratulations to David Beardsell and Bruce Herbert for researching this work over a long period of time, as evidenced on page iv of the Preface.

At the 1979 Annual Meeting, Council vacancies exceeded nominations; this indicates the membership is satisfied with elected Councillors, or does it, I wonder, show a lack of interest? I realise Annual meetings are considered a bore, but they are a fact of life. I hope more members exercise their right to nominate or be nominated for Council this year. Frank O'Shea did not continue as a Councillor this year and Warren Banfield was nominated at the Annual Meeting and elected to the vacancy. The Annual Meeting also accepted the proposal that Arthur Hill and Eric Quinlan be accorded the honour of Life membership which was conferred at an Entertainments meeting later in the year. Both men are Past Presidents of our Society and were much involved in the establishment of our Railway Museum at Williamstown.

Our stand at the A.M.R.A. Exhibition continues to grow in stature. This year we made use of virtually all the area made available, extending our theatrette into the wings of the stage area. Extra interest was added by a display of archival photos carefully arranged by Ray Bruce and affixed to display boards kindly loaned, as were glass display cases, by Yencken Sandy Pty. Ltd., whose co-operation we gratefully acknowledge.

On a recent visit to the Museum, I was delighted with the improvement recently completed to make the area more appealing to our ever increasing number of visitors. For the second successive year, they have been awarded the Claude Einsiedel Trophy for outstanding Group Effort.

The Museum Task Force is currently working on plans to expand and further enhance the surroundings at Williamstown.

Our Tours Committee experienced difficulties throughout the year attracting patrons to longer tours and wisely turned their attention to shorter tours, e.g. Electric Suburban. The exception being the round tour to Ballarat, sponsored by the Museum, which was enjoyed by the capacity crowd, despite late running caused by slow servicing of locomotives which seems to be unavoidable in this day and age.

The Film Group despite its lack of numbers, has presented many fine programmes throughout the year, culminating in the splendid effort at A.M. and probably their finest yet presentation at March meeting. None of this could be possible without the untiring leadership by example of Roger Seccombe.

We have continued to expand our facilities at Windsor Railway Station, both in the Archives area on the "down" side and a former waiting room on the "up" side to provide urgently required storage space for exhibition equipment, sales and administration.

After much 'behind the scenes' activity by the Sound Recording Group, our Australian Record is taking shape and will obviously be our major promotion in the ensuing year.

A disappointment during the year was the temporary closure of our Library due to staffing difficulties; surely here is an ideal opportunity for a member experienced in this work to step in and revive this area and serve the many members contributing their fees.

Certainly the year has not been without its problems throughout our wide-ranging committees, but I am sure all would agree that progress h been achieved and we will continue to expand future years.

My personal thanks to all members who have contributed during the year to our success.

Front Cover: A.R.H.S. Display at Camberwell A.M.R.A. Exhibition during Labour Day Weekend, 1980. (John Dare)

SECRETARY'S REPORT

Membership

The following are the comparative Membership figures for the 1978/79 and 1979/80 Financial Years.

	1978/79	1979/80
Renewals	925	975
New Members	114	129
Total Membership	1039	1104
Bulletin Subscriptions	774	811
Newsrail Subscriptions	1268	1339

Once again the Membership figure is a record for this Division. This figure also makes us the biggest Division of the Society in Australia, but not by much. It is to be hoped that at this time next year we will be able to report to you another record figure.

These figures reflect in some small way the amount of work carried out by the Society's small, but efficient work force in servicing these members each month with a Newsletter, *Bulletin* and *Newsrail*. The production of these items for the mailout, which is rarely late through our failure puts a heavy burden on a small number of members who have regular deadlines to meet each month. Many find that their personal lives revolve around these deadlines.

You can perhaps imagine the frustrations these members feel to then have members phone or write to ask about something or complain that they have not received something already covered in the MNL if only they had taken the trouble to read it.

Federal Competitions

It is pleasing to see that some Victorian Members enter these competitions, and it is even more pleasing to see them win.

The 1979 C. D. Gavan-Duffy Colour Transparency Competition was won by John Dare. Michael Schrader came second. With this winning streak perhaps we may be able to do something in the C. C. Singleton Competition.

General

Each year that I am in this position, the Society seems to get bigger and bigger, not only in terms of membership, but also in terms of things we are expected to do for the General Public, our own members and other organisations. Unfortunately the Society workforce is not growing as fast as these other things are.

All sections of the Society are getting this feeling in being slowly snowed under and not being able to get ahead. The cure is easy! One or two extra members in each area of the Society would make a big difference, by easing the burden on those few of us who have to handle it.

TREASURER'S REPORT

The trend away from tours as the main source of revenue as noted in my last year's report has continued: diversification now being the key to our income.

Our cash flow pattern has continued in this vein, with Sales, and to a lesser degree the Museum being our most lucrative activities.

Production of *Newsrail* and administrative costs are areas where on-going frugal management may have to be the order of the day. Certainly this does not infer any lack of economy on the part of those involved, but more correctly it reflects the high standard of service offered to our large membership, and the cost of so doing.

Where possible, revised accounting methods or economies of operation have been employed to both monitor and keep a rein on the situation as it unfolds, rather than expect members to underwrite them through higher membership levies.

To this end, a careful review of our accounts was done during this year to pinpoint those with whom we trade who are financially lethargic. This resulted in action being taken with several to recoup monies outstanding for long periods.

With the current financial climate I feel this to be essential if the financial interests of our members are to be protected — basically the task for which I have been elected.

FINANCE REPORT

The Finance Sub-Committee met five times during the year. Progressive scrutiny has been maintained over the Society's finances as revealed by the statements prepared each quarter by the Accountant.

Numerous recommendations have been made to Council relating to items of expenditure which were thought to require review or which should be capitalised as in the case of museum improvements, e.g. the cost of the miniature rail track.

Estimates of expenditure of the Society's different groups have been examined and recommendations submitted to Council. Great care is taken each year to formulate the Sub-Committee's recommendations as to the appropriate rates for the ensuring year, of members Subscriptions, Bulletin and Newsrail subscriptions all of which are fixed by Council. So far experience has justified the rates suggested by the Sub-Committee.

RAILWAY MUSEUM

The Museum has again experienced a very successful year with attendances still increasing. Gate donations also increasing, assisted in part by a small rise in admission fees from the 1st May 1979, as well as larger profits from sales of booklets, badges, post cards etc. In addition the current appeal for $10,000.00 to restore H220, unfortunately as a static exhibit, has been encouraging and the fund is still open for donations.

Museum Workforce

The efforts of our small but regular and efficient workforce has certainly performed near miracles in the restoration and preservation of our exhibits, as well as improving and maintaining the area. The hours of work that the Museum committee spend on the Museum, both at North Williamstown and in their respective homes are staggering, and certainly equal and probably exceed that of any other Society member. How long are they going to be able to carry on in this fashion, and what happens when they stop? The assistance given by other Society members and friends especially in respect to special projects is greatly appreciated.

Our junior workers have again contributed to our cause, and apart from the locals, some travel from such locations as Deer Park, Blackburn, Noble Park, and Heathmont. The Best Junior Worker award was won by Darren Palmer with Greg McLennan as runner-up.

After approximately 10 years as a member of the Museum Committee, Kevin Clark has decided that at this stage he will not continue on the committee in the new Society year. He will continue to work at the Museum on the carriages together with his brother. We would like to record our appreciation of his long association and sterling work for the benefit of the Society in general and the Museum in particular.

Gatekeepers

Bill Bragg continues as our efficient Mid-week gatekeeper and custodian, and in the 12 months welcomed over 260 schools and organisations. Our Week-end gatekeepers have again been very loyal, many having assisted from the early days of the Museum, and without their help, the progress and amount of work carried out at the Museum would not be as great. Just as the Museum is the "Shop Window" of the Society, they are the "Shop Window" of the Museum, as they present to our visitors their first impressions of our Museum. We trust that they will be able to assist the Society for years to come. Unfortunately, Margaret O'Shea, wife of Frank, passed away during the year, and with her happy disposition will be missed as a Gatekeeper. Another loss was that of Harry S. Martin, one of the original Gatekeepers at the Museum. To their families we express our deepest sympathy.

The efficiency in booking Mid-week visits at Mr. A. Sell's office is very helpful to schools and our Gatekeeper.

Works

The roof of the Torrens car has had some timbers and guttering replaced where necessary, recanvassed and Envelon applied. This work, which took many hundreds of hours, should ensure that the car roof should last for years. Much similar work has also been carried out on the 2 Humevale cars, 12AB and 136AB. The following exhibits have been repainted: D2 604, E369, D4 268, F176, No 2 Crane, the Dodge Car and carriage 11AA. Work is proceeding on N432 and A2 884. The Signal box has been completely repaired and repainted inside and outside. It has two Block instruments on display and the Essendon Signal box diagram has been activated. The inside of some tenders have also been treated to prevent rust.

Around the Museum Area there has been a great deal of work carried out to improve the facilities for our visitors. Small fences have been erected, lawns developed, seats acquired and repainted, paths layed, roofing and guttering repaired, flag poles and water crane erected, weedkiller applied to the track and table and seats set up near the Norman Car. The table is an old cast iron funnel and buffers as seats. A barbeque is to be erected nearby. A Public Address system was donated and it is proving a real boon to schools. Additional exhibit description plates have been placed and new access steps provided to some locomotives.

Museum Trip

A Museum trip to Ballarat run to raise funds for the H220 Appeal proved to be an outstanding success even though there were problems with one of the locomotives, the train carried 525 passengers and was one of the most successful Society trips for some time. A Raffle was run in conjunction with the trip, and resulted in an amount of over $850 being raised for the Appeal also.

Miniature Track

The rides for children on the track continue to be an attraction, and facilities have been improved by the addition of a turntable and fencing. The Springvale Live Steamers continue to visit our track twice a year with their Miniature Locomotives, and we have frequent visits from Noel Smithwick of the Tullamarine club.

General

The Museum has donated to the Society an illuminated sign for the back of the Yarra car, and this was on display at the Model Railway Exhibition at Camberwell at which the Museum was again represented with a makers' plate display. We have had contact with the Post Office Museum, the Fire Brigade Museum and H.M.A.S. Castlemaine. We would also like to thank all sections of the media for their co-operation, and they have assisted in making our Ballarat trip and Special days at the Museum very successful. New displays have been put in the Display Cases at the Museum through the help of Mr. R. Carlisle and Mr. J. Baxter of the V.R. New posters were produced for the Railway Stations as well as glasses and badges for sale at the Museum.

We appreciate the donations which have been made to the Museum, in particular that of an Australian Flag by the great grandmother of one of our workers. This donation was made when she heard that the Australian Government was unable to give us one at the Museum.

We expect to have a 153hp Walker railcar into the Museum shortly and this will almost take up our existing space. We appreciate the assistance given to the Museum by all sections of the Victorian Railways.

Future

The Museum committee, who have had many years experience at the Museum, and are aware of its requirements, are agreed that the Museum should stay at its present site in preference to any other site in the Newport area, having regard to the work and development at the present area, its convenience to public transport and the passing public, the huge cost that would be involved in moving and re-establishing it to a similar or improved standard and particularly the unlikelyhood of the railways or Government being in a position to finance such a sum. The popularity of the Museum at its present site is confirmed by our attendances which are increasing each year, something that cannot be said of many other public attractions. We are preserving the heritage of the State of Victoria and the Victorian Railways and in years to come this collection will become even more valuable than it is today. We are proud of it, the Society is proud of it and the Victorian Railways are proud of it.

Certainly some of the exhibits should be under cover, if not all of them, and steps are in hand to achieve this objective.

We, as members of the Museum committee will be doing our best to see that the reputation and that progress at the Museum continues. You, as Society members should be appreciative of the continuing effort of the members of the Museum committee and their dedicated band of workers and friends. We look forward to the 1980/81 year with confidence.

Claude Einsiedel and Leslie G. Poole Trophies

For the second year in succession the Railway Museum committee and Michael Hughes have been awarded these trophies. They are for the "Outstanding Group Effort" and "Best Individual Effort" during the Society year.

TOURS

The Tours Committee welcomed several new members this year: Peter Keen succeeded Shane Moore as chairman. The Committee has revised the guidelines for tour officials in its continuing endeavour to provide well organised, smoothly operating tours.

The difficulties reported in previous years continued unabated and even augmented to make the like of a Tour Organiser interesting indeed. The support given to tours has been moderate at best; cost to travellers has been held as low as possible — and budgets have been prepared and approved on optimistic estimates of patronage for this reason. The Committee believes that despite the uncertainties of VicRail arrangements and the limited support, an interesting programme has been proposed and a satisfactory variety of tours operated.

Wedderburn: (2nd June 1979. Organiser: Shane Moore. Booking Officer: Ray Dewsbury. Motive Power: K153, X35.)

The wheat panic's demands on crews had caused this tour to be postponed from November 1978. Despite locomotive problems which caused a return three hours late (setting the year's pattern) our latest visit to this destination was popular with the passengers. The tour returned a small deficit.

Ballarat Round Tour: (17th August 1979. Organiser: Peter Keen. Booking Officer: Peter Jones. Motive Power: K153, K184.)

This tour was run to assist the Museum's H220 Appeal for the restoration to first class static display order of this classic locomotive. In this it was a great success, contributing some $2,900 to the Museum fund. In other regards, the promise of many surprises was fully kept, and all present, including the organiser, had plenty of unexpected developments to make the day memorable. This was our biggest tour for many years — 524 patrons — and the listening/photostop at Warrenheip Bank (some thought it named as in river bank)

was worth the considerable feat of physical endurance and survival involved. Damage to K184 limited the splendours of double-heading and forced another late return. One additional feature was Gerald Dee's S.A.R. "Riverboat" whistle, borne for the day by K184.

Stawell: (27th October 1979. Organiser: Steve Bucton. Booking Officers: Tony Sell, Steve Bucton. Motive Power: S303, K153.)

The "C and K Tour" set off on the wrong foot: VicRail decided the day before the big day that a C class locomotive could not be guaranteed, and in the event replaced it with S303, which performed adequately. The tour booklet provided a great deal of information of all relevant kinds. The photostops were good: the false departure from Stawell particularly gave opportunities at a number of locations. The Western line eventually lived up to its evil reputation: until the intervention of Control and the appearance of a certain well-known indentity the schedule was well maintained, but the ride from Ballarat home was slow, we arrived about an hour late. The listening stop at Gordon was really memorable; even the livestock in the area co-operated to let the crisp sounds of K153 delight the listeners. Truly champagne travelling! A slight loss was incurred.

Phillip Island Round Tour: (24th November 1979. Organiser: Peter Keen. Motive Power: K153, K190.)

The tour got away on a happy and a sad note, K184 blew a tube before departure and was replaced by the ever reliable K153, and K190 made its first appearance on an A.R.H.S. tour. The parallel running from Richmond to Caulfield was magnificent — only to be surpassed on the return! The A.R.H.S. train ran clock-wise with K190 to Nyora, then passengers took motor buses to Cowes, ferry to Stony Point, and the other train, behind K153 to Frankston and Caulfield. For once, the operators managed to have the two trains meet as planned and hoped, and a further brilliant parallel dash to Flinders St Yard resulted, had the Viaduct allowed, the parallelling could have continued to Spencer St, which was reached only a few minutes late.

The tour had been postponed awaiting the resumption of the Phillip Island ferry service, and attracted far less support at the second attempt. A slight loss resulted.

Suburban Electric: (18th January 1980. Organiser and Booking Officer: Bruce Payne. Consist: Tait M and D cars.)

This 'after-work' tour was well supported. The run to Ashburton, and then almost express to Broadmeadows was exhilarating. There was plenty to watch at Broadmeadows during the supper interval. Then a good run to Epping was followed by a torchlight procession to examine the formation of the former Whittlesea line. The return to Flinders St was timous. Such evening tours will be offered again in the future.

Melbourne By Tram: (1st March 1980. Organiser and Booking Officer: Tony Sell. Trams: L104, VR700, Z^3125.)

This tour ran in conjunction with the Tramway Museum Society of Victoria. A magnificent day assured the success of this wide-ranging tour of Melbourne's vast tramway system. The party covered a total of 100 kms, and almost 80 route-kilometres, calling at West Maribyrnong, Footscray, Moonee Ponds, Riversdale, Thornbury and Albert Park Beach. Features were the parallel run at the Showgrounds siding; a meet with VR52 at Thornbury; a splendid run in Z^3125, then brand new, from Thornbury to Victoria Pde; traversing the curve from Batman Ave into Swanston St; seeing the M.&M.T.B. tourist cars V214 and X^2676 at Camberwell Depot; and the cross of L104 and Z^2104 at Riversdale. The measure of the day was the reluctance of the group to leave the last stop, Albert Park Beach, in the late afternoon sunshine to run in to South Melbourne Depot.

Ballarat Joint Tour: (12th April 1980. Organiser: Peter Keen. Joint tour with Steamrail and A.R.E. Motive Power K153, K190.)

This tour went via Geelong, and returned via Bacchus Marsh. The visitors from our affiliate the National Railway Historical Society (U.S.A.) Philadelphia chapter were regaled with parallel running between Werribee and Little River. Some excellent photostops of the double-headed train were held between Geelong and Ballarat, and an enjoyable listening stop (albeit planned as a photostop!!) at Warrenheip. Great difficulties were encountered in servicing the locomotives at Ballarat, so departure was two hours late. Arrival in Melbourne was about three hours late. This tour returned a good profit.

Mount Gambier: This tour, planned for 22nd-23rd March 1980, was postponed when, three days beforehand, VicRail advised that no crews were available in the area despite the fact that the day in question was the first day of the pay/hours fortnight; this would be so throughout the wheat movement. Full co-operation has been promised for a later date, and the tour will run later in 19[illegible]. Excellent photostops have been located, and the weekend will be an exciting one.

General:

All those who have helped in the planning, organisation and operation of tours are heartily thanked for their contribution. Particularly the volunteer tram crews deserve our gratitude.

It is hoped that the expected additions to the available steam power in the next months will produce an upsurge in patronage.

ENTERTAINMENTS AND SLIDE COMPETITION

As the above title implies this year has seen a change, in that Council has made an administrative amalgamation of the previous Entertainments and Slide Competition Committees. It is hoped that this amalgamation will enable a more efficient organisation of the Entertainments meeting and a better utilisation of committee members' time.

This year has seen the completion of the processing of the Membership Survey (see 1978-9 Annual Report) and the final reports have been submitted to Council and to the membership generally. The survey has already proved its worth in providing a valuable resource of syllabus items and in enabling the introduction of a number of minor changes to Entertainment meetings designed to enhance the enjoyment of members.

One important innovation has been the introduction of a regular showing of slides from the Society Archives collection. This has become a regular item of the Entertainments meetings and thanks must be expressed to Mr. Ray Bruce for organising these showings that have helped to bring the Archives collection before the members as well as adding to the enjoyment of the Entertainments meetings.

This year has also seen a number of changes in the Slide competition. The competition for 1979 was won by Michael Schrader with 38 points.

The individual monthly prizes and the annual prize for the competition have been reorganised and increased in value and a new annual winner's competition has been introduced for December.

A revised set of rules has also been approved by Council for the conduct of the competition and this has been circulated to members.

The number of entrants in the monthly Slide competition has not been as high this year as in previous years; but it is encouraging to note that a considerable proportion of those entering and gaining places are members who are relatively new to the competition.

The committee feels that it is important that the Slide competition be fostered and would urge those who have been entrants in previous years to continue to submit entries and encourage those who are thinking about entering to take the step of actually submitting slides.

In 1979 the Slide competition was organised by Peter Keen. However due to weight of other Society activities, Peter has had to relinquish this task. Thank you Peter for your efforts.

Thanks must also be given to Tony Marsden who has acted as competition judge again this year. His detailed comments on winning slides and on the competition entries in general have no doubt proved valuable to all those hearing them.

Syllabus items for Entertainments Meetings for 1979-80 were:

1979	May	Don Potts — European Tour.
	June	Tony Marsden — The Steam Locomotive.
	July	Peter Keen — Restoration of K184 and K190.
	Aug.	Annual General Meeting.
	Sept.	Preservation Societies Night.
	Oct.	Film Group.
	Nov.	Gerald Dee — Steam versus Diesel.
	Dec.	Annual Film Night.
1980	Jan.	Eldon Hogan — Early Railway Career (Part 1)
	Feb.	Norm Cave — My Railway Career.
	Mar.	Film Group.
	Apr.	Council Questions Without Notice.

PUBLICATIONS

During the past twelve months there was the successful release of *The Outer Circle Railway*. This project was bought to a rewarding conclusion due mainly to the efforts of the previous convener Robert Carlisle. I wish to thank Robert for his valuable advice and assistance with publications.

For the coming year the Committee have the following productions planned: first, an all colour 1981 railway calendar, followed by a soft cover book titled *Preserved Locos in Steam* by Garry McDonald; then a further book from Keith Turton titled *Steam's Last Decade.*

The Committee have available quite a lot of material for publication in the future, but as the current Committee is fully taxed at present we are limited in the number of books we can release. Therefore, I invite any member interested in publications to contact the Secretary or myself as the task can be made easier if a slightly larger working membership of the Committee could be obtained.

Finally, I wish to thank all those members who one way or another have assisted the committee in our task and especially Barry Eadie and Neil Pearson who make up the hard working committee.

FILM GROUP

If any one highlight were to stand out in the past year it would be the critical state of manpower in the Film Group committee. A series of misfortunes and near disasters rocked the Committee yet the Group seems to have come out of these perhaps stronger and more determined to make the second half of 1980 a bigger and better one than 1979. Certainly production has already forged ahead and plans are set for a further active programme. The Film Archive has received generous support, screenings have achieved near-capacity "houses" and the third year of the Stan Flattely Memorial Film Competition is just around the corner.

Screenings

The Committee is delighted with the continuing loyal support from members for the film nights. Audiences have averaged close to house-fulls each time, a most satisfying result for the work that goes into organising screenings. The National Mutual Theatrette as the chief screening venue is working well, although the absence of two cinemascope projection ports still continues to plague us when programming 'scope films. Perhaps the future may see the NML considering construction of an additional port? Sincere thanks is due to the NML projectionists and especially Mr. Gordon McClelland who is now becoming almost one of the fixtures. Gordon's excellent service in running 35 mm features and shorts for us on a regular basis has contributed much to the variety and interest that we're able to inject into programmes through access to wider sources of rail films, not only on the traditional 16 mm gauge, but also on 35 mm.

While we're on the subject of projectionists, a big thank you is also due to the Victorian Amateur Cine Society for their co-operation in running the Stan Flattely Memorial Film Competition each year at the VACS Theatrette. Vic Guihenneuc and his team have been a power of strength in helping us get the winners on the screen and, most of all, to get through the long and exhaustive judging sessions.

What have been the highlights on the film front in the past year? Well, the financial year began with the Second Stan Flattely Memorial Competition. From a good line up of entries (all on 8 mm: where are all you 16 mm workers?) the winner was David Crawford with his film: *Puffing Billy.* The result was certainly proof that you can take a well-worn (even over-used) subject and make of it a winning film, exciting and different. Throughout David's film was evidence that he had taken the trouble to see the subject in new and imaginative ways.

Second prize went to J. V. T. Burston's *Lilliput Railways,* featuring several narrow gauge lines in Britain, a really smooth and professional sound film by an amateur worker.

A special encouragement award went to Bob Bishop for his *Tasmanian Transport,* recognising the valuable way in which Bob has preserved historical rail subjects on film.

Sincere thanks are due to Mrs. Flattely for her continuing support for the Competition and provision of prizes.

The 1979 screenings introduced the splendid rail comedy thriller, *Silver Streak* to an appreciative audience. Another highlight would have to be David Shepherd's fabulous *Last Train to Mulobesi,* his sequel to the earlier, *Man Who Loves Giants. Mulobesi* proved a magnificent feast for the railfan. Lovingly and beautifully filmed, it records the last days of an ancient sawmilling steam railway in Northern Rhodesia. Locos and rollingstock straight out of another century.

The 1979 Annual Film Night certainly "rolled them in the aisles" with the long-overdue revival of the British Comedy classic, *The Smallest Show on Earth,* the story of a flea-pit cinema built beneath a British Railways mainline station. While the *First Great Train Robbery* provided a balance of thrills with Sean Connery and Donald Sutherland taking the acting honours, a capacity audience filled the National Mutual for the night. 1980 opened auspiciously as we were able to offer several Australian premieres, what's more, on 35 mm prints too!

In running these screenings each year, the Group is very conscious of the great assistance it gets from film distributors and libraries in obtaining films. In the past year, special acknowledgement must go the The Sydney Film Makers Co-operative and Film Australia for their efforts to help us. To thank all the other distributors concerned would be beyond the scope of this report. Suffice to say, it's been a great year for vintage rail films, and we trust this trend will continue in the coming year.

Special Events

Once again, the Australian Model Railway Exhibition display went off well; the tunnel of love featured of course, in a larger version to cope with the crowds, and the continuous film shows went through the long weekend thanks to the untiring work of a team of projectionists sweating it out behind the scenes.

The Group continues to put on special screenings to outside organisations and these have brought a welcome return of publicity to the Society and even some revenue in the form of donations from audiences.

Plans are at present underway for possible additional displays in which the Film Group and its tunnel may well feature.

Production

Despite minimal manpower in the Film Group, production has continued, and the production arm has now been completely reorganised and is involved in a regular series of production projects. The first project for 1980 has been completed, featuring a sound film of night operations on the Diamond Valley Railway at Eltham. The Vintage Steam Locos production is moving ahead into the post-production stage, while shooting is continuing on a new steam film, *K Action.* The newsreel film project has produced a variety of worthwhile footage on the current rail scene for use at screenings and for adding to the Archives.

Archives

A new boost has been given the Film Archives with several generous donations of films from the families of deceased rail film makers and from film makers themselves. Recent film has come from the collection of the late Dr. Douglas Wilton.

We've also obtained several archival rail items for the Archives. We'd like to record our thanks to the many film sources and distributors who have provided access to film for copying for the Archive. One of the year's outstanding additions to the collection was a film on early Melbourne Cable Trams.

Film Sales

Because of manpower shortages, the Group has been forced to cut down on promotion of the film sales service until it can be set up on a more efficient basis. Despite this, sales of the films from the production programme have continued. Hopefully, new titles will shortly be added to widen the range of subjects being offered through the sales service.

Another aspect of sales is the provision of film for use in outside productions, both documentary films and television. We've continued to make useful sales of footage, in particular archival rail film, and this has brought a worthwhile income to the Society from sale of film royalties.

Film from the Archives has turned up in programmes ranging from industrial training films to ABC programmes on the history of transport.

Prospects

The Group overall has recorded advances in its programme over the past year. Members have given the Group magnificent support at screenings while Council has shown its faith in our work for which we are most grateful.

Our main aim for the next year is to see the production programme expanded further and to set up the film sales service on a more streamlined and efficient basis.

Perhaps, too, to hopefully avoid any further disasters in the Film Group Committee!

ROLLINGSTOCK

There is little to report on the rollingstock scene for the year ending 30th June, 1980. All of the retained carriages which are stored at Newport looked a very sad sight when inspected during May. They have suffered considerable damage at the hands of vandals and the elements have taken their toll as well. With windows smashed and leaks in many places, coverings and padlocks only seem to encourage inquisitive people (read "vandals") who cannot leave anything untouched.

Despite this the most serious damage has been done to fittings in all carriages and electrical gear in the doggies. The carriages have been stored in most unwise circumstances within the Newport Workshops and while stored there, all but about four of the solid brass interior carriage lamps have been stolen. Much of the rest of the doggies' electrical gear has met a similar fate. Deplorable as it is, this is a most awkward situation because the Newport Workshops have been virtually impermeable to railfans wishing to do work on a regular basis. It is hoped that the department will prove co-operative in replacing fittings and equipment missing from the retained carriages which are now unique examples of our forefathers' achievements and lifestyle.

As the end of the 1979-1980 year approached a more positive element was emerging. The Steamrail Locomotive and Rollingstock Depot has been approved and it is anticipated that we shall have some space therein for some of our retained carriages. With a suitable enclosed and secure site work on rollingstock can recommence. Hopefully we have a new era in railway preservation around the corner.

RECORDING GROUP

The Recording Group has continued to work on the complete cataloguing of the tape collection, which is now virtually complete. There are some 1200-1300 tracks — mainly steam in the Victorian Division collection at this time.

This year has seen the re-pressing of *Full Throttle* by Astor from the original master tapes.

The urgent need to build up the K class tape collection has begun with the starting of the 1980 Steam Excursion program.

Two new productions are being worked on currently. First is the Steamrail 7" EP covering loco classes operational and planned for restoration. Second is a national all states two disc LP to be released later this year.

NEWSRAIL

This annual report covers the period commencing with the May issue and finishing with the April issue, 1979-1980. We like to think that the sub-committee got the magazine "back on its feet" some time ago, now, after a period of administrative difficulties, and this year, like the last has enabled the team to improve aspects of the magazine. It would, however, be inaccurate to say things are a breeze, for the continuing deadlines have placed a burden on us all and one which has been met only with the help of additional staff.

The Society's thanks is due to Keith Harrison and Peter Tesdorpf, who handled the advertising and Taildisc sections of the magazine for some time and have now moved on to other pastures.

Whilst on the subject of staff, it is noted that we have received offers of assistance from new sources within the Society and we are now considering how we might best use their talents. The committee is keen to appoint a team of roving reporters so as to improve our news coverage. At present, we depend heavily on the whims of our contributors and as a result the news coverage can be unbalanced. We shall attempt to put this right.

During the year, we have continued to report on events in two ways — in the first place by means of news items, listed under the main headings of Traffic, Works, and so on, and in the second place by presenting feature articles. The latter take longer to put together, but provide the opportunity for an "in depth" coverage. Examples during the year have included "K190 — Rust to Running" and "Pyromania — The Allendale Connection". It should also be noted that today's events are occasionally put into historical perspective by contrasting them with an article from yesteryear. In the August issue, for example, "Wheat in the 1930s" made interesting reading.

This year the number of colour photographs was increased, a policy which will be pursued during 1980-81.

Our efforts with *Newsrail* have been rewarded, for although it remains as a non-profit arm of the Society, circulation is on the increase. Commencing at 2,000 copies per month published at the beginning of the period under review, we now turn over 2,300 copies.

As a service to members and possible revenue source, we have invited readers to submit items for a classified advertisements column. The idea is new, and it remains to be seen if it catches on.

I take this opportunity of thanking our contributors, the A.R.H.S. Council and Sub-Committee members. I thank our subscribers and invite you all to read *Newsrail,* and write to us, and let's know what you think.

SALES DEPARTMENT

The most important event of the year was the publication of *The Outer Circle* which exceeded all predictions. The pre-publication offer was an outstanding success but perhaps, predictably few orders were received from Interstate. The interest shown by booksellers in the vicinity of this famous railway was overwhelming and an interesting development for the Society. Stocks are at a low level at present so this book can be considered to be a sellout.

We are very grateful to members who offered to hand deliver pre-publication copies, saving the Society a large amount in postage.

Our major display this year was again the A.M.R.A. Exhibition, organised on a larger scale this year and proved to be a successful venture from a sales point of view, although we did not attain the peak reached last year.

The Australia Day Pageant is not the success it should be but we attended by courtesy of T.M.S.V. and consider the exercise to be worthwhile. The co-operation extended by T.M.S.V. is greatly appreciated and we were able to reciprocate by inviting their Sales Team to be part of our display at A.M.R.A.

Except on special 'open days' our visits to the Museum were not viable so, in future, we will restrict our visits to these occasions.

Society tours were not as well patronised this year, with the exception of the Museum sponsored tour, hence our takings suffered in this area.

Mail order revenue maintained a high level throughout the year and for this success we owe a great deal to the energies of Edmund Carew, who prepared all the Sales lists and processed the orders as they arrived.

Our advertising campaign in *Newsrail* met with limited success and did not pay its way.

Later in the year, we were able to vacate our store room in the city, moving all our bulk stock to the recently renovated waiting room on the "up" platform at Windsor, a much more convenient location.

Advice rendered throughout the year by Eldon Hogan was invaluable and his delivery service to city shops indispensable. At meeting nights, Lionel Rickard has been a familiar figure behind the counter and Glen Carmichael has assisted with transport when necessary.

ARCHIVES

The first Chairman of the Archives Committee, Mr. Ian R. Barkla, resigned from office late in 1979 for personal reasons to the regret of the Committee's members.

Ian's experience in Society matters and his extensive knowledge of Archives was of inestimable value particularly during the formative period of Committee control of the Society Archives.

It is pleasing to report that Mr. Glen Watt and Mr. David Beardsell have been welcomed to the Committee and it is hoped that they will become very active members.

In pursuance of the policy of holding only Victorian material at Windsor, material of interstate origin has been sent to the respective Divisions concerned.

The binding of Society bulletins and other railway publications has continued and the reference facilities at the Windsor rooms has been greatly improved, the continued attendance of members on Tuesday nights for this purpose confirms this.

Cross indexing of the Society's collection of photos has been carried on and is well advanced. A number of these photos were included in the book *Australia's Golden Age of Steam* which was published by John Currey O'Neil of Windsor late in 1979 and a collection of Archive photos was on display at the A.R.H.S. stand at the A.M.R.A. Exhibition at the Camberwell Civic Theatre in March 1980.

A start has been made in the enlargement of the Archive premises at the Windsor station and it is hoped that there will be four rooms available for Archive purposes when the work is completed.

EXHIBITIONS

This the Society again participated in the A.M.R.A. Exhibition held at the Camberwell Civic Centre during the March long weekend.

The Society's exhibit was once again very well received and the members who had offered to attend the exhibit were kept on their toes answering questions and selling the odd book or two. Further alterations will be made to the exhibit for next years A.M.R.A. Exhibition and will, we hope, be our best effort yet.

The Society accepted an invitation to attend the Apex club's Exhibition to be held in Ballarat over the Queen's Birthday weekend and we mounted a very good exhibition using local members to assist.

LIBRARY

This year has proved to be a disappointing one in regards to progress — or lack of progress — in the Library. The Committee needs more members — willing to give one night a month of their time — as it was lack of manpower which forced the closure of the weekday opening nights this year, despite a valiant effort by an already overworked Secretary to hold things together. The business at Members' Entertainment meetings has been disappointing and will not improve until more members visit the Windsor rooms.

A Library has been firmly established, it has a permanent home, it has an impressive browsing area now that new furniture has been added for Council purposes. There is a large collection of periodicals, both Australian, (non-Victorian) and from overseas, many of the latter going back to the turn of the century, obviously we can only take to members' nights a fraction of the collection — it is up to you to get out to Windsor.

A new Library Committee will be formed shortly and they I hope will have the energy and initiative to propel the Library in the 80's — but it all depends on your support.

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McGaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-78	W. C. Rapley
1978-	E. W. Pretty

*Foundation President of the Victorian Division

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

1. In our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the society's affairs at 30th April, 1980 and of the surplus for the year ended on that date.
2. As required by the Companies Act 1961 we report as follows:
   In our opinion
   (a) the attached accounts are properly drawn up:
      (i) so as to give a true and fair view of the matters required by Section 162 to be dealt with in the accounts; and
      (ii) in accordance with provisions of that Act.
   (b) the accounting records and other records, and the registers, required by that Act to be kept by the society have been properly kept in accordance with the provisions of that Act.

C. W. STIRLING & CO.
Chartered Accountants

By its Partner,
P. M. Winter

Melbourne
Dated 21st July, 1980.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION YEAR ENDED 30th APRIL, 1980 ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1980 and in accordance with Section 162A of the Companies Act 1961 report as follows:

(a) Directors in office as at the date of this report are

Mr. E. W. Pretty	Mr. R. G. Bishop
Mr. E. J. Hogan	Mr. S. J. Bucton
Mr. A. E. Sell	Mr. P. D. Keen
Mr. R. G. Bramley	Mr. N. A. Pearson
Mr. B. A. Sykes	Mr. G. A. Peterson
Mr. W. R. Banfield	

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $13059.

(d) The following amounts were tranferred to reserves or provisions during the financial year.
   Provision for Depreciation of Furniture and Equipment $1076
   Provision for Depreciation of Rollingstock Exhibits $198

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets [other than those mentioned in paragraph (g)] were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

ANNUAL REPORT OF THE DIRECTORS (Continued)

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

E. W. Pretty, Director

Dated at Melbourne this 21st day of July, 1980. A. E. Sell, Director

STATEMENT BY DIRECTORS

We, Eric William Pretty and Anthony Edward Sell, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1980 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1980.

E. W. Pretty, Director

Dated at Melbourne this 21st day of July, 1980 A. E. Sell, Director

STATEMENT PURSUANT TO SECTION 162 (12) OF THE COMPANIES ACT 1961

I, Barry Albert Sykes, being the person in charge of the preparation of the Company's accounts, hereby state that to the best of my knowledge and belief the accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Melbourne this 21st day of July, 1980. B. A. Sykes

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1980

1979				1980
	SOCIETY FUNDS			
$28197	Accumulated Fund (Statement Attached)			$32425
39878	Museum Preservation Fund (Statement Attached)			48384
107	Steam Preservation Fund (Statement Attached)			119
5	Carriage Preservation Fund (Statement Attached)			331
710	Electric Train Preservation Fund (Statement Attached)			710
13	"Yarra Car" Fund (Statement Attached)			—
$68910				$81969
	THESE FUNDS ARE REPRESENTED BY:			
	Current Assets			
1666	Commercial Bank of Australia Ltd.		24338	
12158	Commercial Savings Bank of Australia Ltd		18810	
74	Bank of New Zealand		77	
—	Provident Building Society		6100	
3011	Debtors — Trade	6248		
1379	— Other and Prepayments	508	6756	
342	Tour Expenditure Paid in Advance		57473	
30	Deposits		15	
25423	Stock on Hand (at lower of cost or net realizable value)		24897	
44083				138466
	Less Current Liabilities			
3	Subscriptions in Advance — Members		3642	
7	— *Bulletin*		4067	
30	— *Newsrail*		8341	
—	— Library		206	
—	Enrolment Fees in Advance		24	
—	Museum Donations in Advance		1677	
12045	Creditors — Trade		18416	
—	Tour Receipts in Advance		59530	
12085				95903
31998				42563
	Plus Non Current Assets			
	Deferred Assets			
900	Loan to — Geelong Steam Preservation Society		900	
	Investments			
12234	Commonwealth Special Bonds (at cost)		12234	
	Fixed Assets			
	Library, Furniture and Equipment —			
1495	At Council Valuation 17th July, 1967	1495		
6497	At Cost	8381		
1884	Plus Additions (at cost)	1898		
9876		11774		
4363	Less Provision for Depreciation	5439		
5513			6335	
	Museum Rollingstock Exhibits			
18450	At Council Valuation 18th December, 1978	18450		
—	Plus Additions (at cost)	1870		
18450		20320		
185	Less Provision for Depreciation	383		
18265			19937	
36912				39406
$68910				$81969

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

SUPPLEMENTARY STATEMENTS

1979			1980
		ACCUMULATED FUNDS	
$26308		Balance as at 30th April, 1979	$28197
1889		Plus Surplus for Year	4228
$28197		Balance as at 30th April, 1980	$32425
		MUSEUM PRESERVATION FUND	
23114		Balance as at 30th April, 1979	39878
18450		Plus Museum Rollingstock Exhibits Valued	—
—		Surplus for Year	8506
(1686)		Less (Deficit) for Year	—
$39878		Balance as at 30th April, 1980	$48,384
		STEAM PRESERVATION FUND	
107		Balance as at 30th April, 1979	107
—		Plus Surplus for Year	12
$107		Balance as at 30th April, 1980	$119
		CARRIAGE PRESERVATION FUND	
715		Balance as at 30th April, 1979	5
—		Plus Transfer from "Yarra Car" Fund	326
710		Less Transfer to Electric Train Preservation Fund	—
$5		Balance as at 30th April, 1980	$331
		"YARRA CAR" FUND	
(29)	(Dr.)	Balance as at 30th April, 1979	13
42		Plus Surplus for Year	313
13			326
—		Less Transfer to Carriage Preservation Fund	326
$13		Balance as at 30th April, 1980	Nil
		ELECTRIC TRAIN PRESERVATION FUND	
—		Balance as at 30th April, 1979	710
710		Plus Transfer from Carriage Preservation Fund	—
$710		Balance as at 30th April, 1980	$710

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1980

1979					1980
	INCOME				
$6054	Membership Subscriptions				$6408
345	Enrolment Fees				381
208	Interest Received				375
326	Library Fees				342
1	Donations — General				34
(1686)	(Deficit) Surplus from Museum (See atached Statement)				8506
654	Surplus from Tours (See attached Statement)				464
6839	Surplus from Sales Department (See Note 2)				13327
695	Surplus from *Newsrail* (See Note 3)				1720
717	Surplus from *Bulletin* (See Note 4)				1024
—	(Deficit) from Carriage Preservation (See Note 5)				—
—	Surplus from Steam Preservation (See Note 6)				12
42	Surplus from "Yarra Car" (See Note 7)				313
14195					32906
	LESS EXPENDITURE				
	Direct Service to Members				
502	Meeting Expenses		844		
—	Library Expenses		—		
37	Depreciation of Books and Equipment		50		
66	Slide Competition		76		
—	Movie Film Competition		109		
123	Annual Film Night		139		
728				1218	
	Administrative				
2251	Postage		3565		
	Telephone		743		
525	Distribution and Mailing		560		
1312	Printing and Duplicating		2925		
1498	Stationery		1846		
527	Insurance		970		
650	Audit Fee		700		
1675	Accountancy Fees		1775		
43	Federal Secretary's Expenses		62		
173	Equipment Repairs		128		
539	Other Expenses		322		
296	Depreciation on Furniture and Equipment		393		
9489				13989	
	Group Expenses				
1260	Film Group	957			
57	Depreciation of Equipment	109	1066		
(138)	Archives and Research	1468			
169	Depreciation of Equipment	169	1637		
525	Recording Group	124			
5	Depreciation of Equipment	32	156		
1878				2859	
	Other Expenses				
387	Windsor Station Room Expenses		1078		
1468	Publicity and Exhibition		703		
1855				1781	
13950					19847
$245	**Surplus for Year**				$13059

APPROPRIATION ACCOUNT

$245	**(Deficit) Surplus for Year**		$13059
	This Surplus has been apportioned as follows —		
1889	Accumulated Fund — Surplus	4228	
(1686)	Museum Preservation Fund — Surplus	8506	
—	Steam Preservation Fund	12	
—	Carriage Preservation Fund	—	
42	"Yarra Car" Fund	313	
$245			$13059

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

MUSEUM INCOME AND EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1980

1979				1980
	INCOME			
$9264	Gate Donations			$12786
1976	Sales Surplus on Books, etc. (See Note 8)			2178
536	Auction Night			—
1887	Interest Received			1599
70	General Donations			857
—	H220 Appeal — Donations		1002	
—	— Surplus from Ballarat Tour		3094	4096
13733				21516
	LESS EXPENDITURE			
	Current Operations			
465	Security Patrol		58	
505	Electricity		570	
70	Rates and Rent		76	
195	Administration		377	
528	Gate Keeper's Expenses		700	
318	Insurance		323	
1205	Ticket Printing and Advertising		862	
645	Paint		1010	
1875	Other Materials		2601	
19	Equipment Repairs		372	
390	Donations		235	
257	Depreciation of Equipment		288	
6472			7472	
	Major Works			
7268	Museum Exhibits Maintenance	4520		
185	Depreciation of Rollingstock Exhibits	198		
626	Area Improvements	558		
868	Miniature Train Track	262		
8947			5538	
15419				13010
($1686)	**(Deficit) Surplus for Year**			$8506

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

TOURS INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1980

	Net Revenue	Transportation Railway	Transportation Other	Refresh	Steam Tax	Refuelling	Other Direct Costs	Surplus or (Deficit)
Wedderburn	$3742	1923	—	433	1327	70	210	(221)
Ballarat (Museum)*	7361	1679	548	109	1845	20	66	3094
Stawell	3795	1592	—	350	1638	179	218	(182)
Melbourne Suburban	620	208	—	—	—	—	75	337
Tram	350	—	400	—	—	—	78	(128)
Mt. Gambier	—	—	—	—	—	—	114	(114)
Ballarat (1980)**	8131	2523	647	212	1028	40	2592	1089
Phillip Island***	3241	1233	714	—	1116	—	396	(218)
	$27240	$9158	$2309	$1104	$6954	$309	$3749	3657
Less General Expenses								99
								3558
*Less Transferred to Museum Income Expenditure Account								3094
Surplus for Year								$464

**Other Direct Costs include an amount for Reception for American Visitors, also A.R.E. and Steamrail Victoria share of profit.

***Other Direct Costs after A.R.E. share of loss has been deducted.

NOTES TO AND FORMING PART OF THE ACCOUNTS

Note 1

Summary of Significant Policies

Set out hereunder are the significant accounting policies adopted by the Society in the preparation of the accounts for the year ended 30th April, 1980.

Unless otherwise stated, such accounting policies were also adopted in the preceding accounting period.

(a) **Underlying Principles**

The accounts have been prepared in accordance with convential historical cost principles and have not been adjusted to take account of either changes in the general purchasing power of the dollar of changes in the prices of specific assets

(b) **Depreciation**

Depreciation is calculated on a straight line basis so as to write off the net cost of each fixed asset during its effective working life.

Where it has been impossible to determine the cost of an asset, the Council valuation has been used as the basis for calculating depreciation.

Additions are depreciated on a pro rata basis from the date of purchase.

The principal annual rates are.

Office Equipment	15.0%
Books	10.0%
Office Furniture	7.5%
Museum Rollingstock	1.0%

(c) **Stock Valuation**

All stocks are valued at the lower of cost or net realizable value.

(d) **Income Tax**

By virtue of its aim as set out in the Memorandum of Association the Society qualifies as an organization specifically exempted from ordinary income tax under Section 23 (g) (iii) of the Australian Income Tax Assessment Act.

(e) **Society Funds**

In order to ear-mark accumulated funds for specific purposes the Council allocates surpluses and deficiences arising from the various Society's activities over the funds detailed in the Balance Sheet.

The surplus for the year and the allocation over the funds is shown in the accounts

1979				1980
	(Note 2)	**Sales Department**		
$24084		Sales		$39739
		Less Cost of Goods Sold		
20608		Stock on Hand 30.4.79	23664	
12287		Purchases	14992	
		Transfers to Sales Department of —		
6000		*Newsrail*	8145	
258		*Bulletin*	260	
39153			47061	
23664		Less Stock on Hand 30.4.80	23563	
15489				23498
8595		**Gross Profit**		16241
		Less Expenses		
403		Postage and Telephone	637	
393		Rental	329	
99		Electricity	91	
68		Cartage	112	
32		Wrappings	300	
459		Advertising	497	
243		Stationery	399	
32		Equipment Repairs	—	
—		Building Maintenance	573	
24		Sundry Expenses	(27)	
3		Depreciation of Equipment	3	
1756				2914
$6839		**Net Surplus for Year**		$13327

	(Note 3)	***Newsrail***		
11633		Subscriptions		13649
1035		Advertising		1092
12668				14741
		Less Cost of *Newsrail*		
17382		Cost of Publication	21000	
559		Other Expenses	134	
32		Depreciation of Equipment	32	
17973			21166	
6000		Less *Newsrail* Transferred to Sales Department	8145	
11973				13021
$695				$1720
	(Note 4)	***Bulletin***		
5554		Subscriptions		6636
		Less Cost of *Bulletin*		
5095		Cost of Publication and Freight	5872	
258		Less *Bulletin* Tranferred to Sales Department	260	
4837				5612
$717		**Surplus for Year**		$1024
	(Note 5)	**Carriage Restoration**		
Nil		**Income**		Nil
Nil		**Less Expenses**		Nil
Nil		**Deficit for Year**		Nil
	(Note 6)	**Steam Preservation**		
		Income		
52		Donations — 'K' Class Appeal		14
—		— General		12
52				26
		Less Expenses		
52		Donations to 'K' Class Appeal		14
Nil		**Surplus for Year**		$12
	(Note 7)	**"Yarra Car"**		
		Income		
42		Hire Fees		313
Nil		**Less Expenses**		Nil
$42				$313
	(Note 8)	**Museum Sales of Books, etc.**		
3512		Sales		4455
		Less Cost of Goods Sold		
1864		Stock on Hand 30.4.79	1759	
1377		Purchases	1852	
54		Sundry Expenses	—	
3295			3611	
1759		Less Stock on Hand 30.4.80	1334	
1536				2277
$1976		**Surplus for Year**		$2178

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

OFFICE BEARERS 1979-80

Patron: A. G. Gibbs, A.O.

Life Members: J. C. Brough, M. H. W. Clark, J. Y. Harvey, A. C. Hill, E. Quinlan, J. Wilkie.

President: E. W. Pretty

Vice-Presidents: E. J. Hogan, A. E. Sell

Secretary: R. G. Bramley.

Treasurer: B. A. Sykes.

Assistant Treasurer: E. J. Hogan.

Councillors: W. R. Banfield, R. G. Bishop, S. J. Bucton, P. D. Keen, N. A. Pearson, G. A. Peterson.

Museum: Chairman/Works Supervisor: G. Precious.
Secretary: N. A. Pearson.
Committee: K. & T. Clark, P. Jones, P. Jeeves, M. Hughes, F. Cooper.
Council Rep.: N. Pearson,* G. Peterson.*

Tours: Convener: P. D. Keen.
Secretary: R. B. Payne.
Members: S. J. Bucton, S. Moore, D. G. Potts, W. Brown.
Council Rep.: A. Sell.

Publications: Convener: P. Neilson.
Member: B. Eadie.
Advisors: J. A. Dare, R. Carlisle.
Council Rep.: N. A. Pearson.

Newsrail: Convener (News): A. Ward.
Articles: G. Bainbridge.
Layout Production & Pictorial: B. Eadie.
Advertising: K. Harrison,* M. de Josselin.*
Assistants: J. Dare, P. Tesdorpf,* P. Vincent, D. Fitzsimons,* M. Austin.*
Council Rep.: A. Sell.

Sales: Manager: E. W. Pretty.
Assistants: P. Barry, E. Carew, G. Carmichael, L. Rickard.
Council Rep.: E. J. Hogan.

Archives: Secretary: R. Bruce.
Members: E. Carew, R. Carlisle, D. Beardsell, G. Watts.
Council Rep.: S. J. Bucton.

Rollingstock: Chairman: P. Donald.
Museum Liaison: T. Clark.
Members: K. Clark, D. Potts.
Council Rep.: P. D. Keen.

Entertainments & Slide Competition:
Convener: I. Jenkin.
Members: A. A. Marsden, P. Keen, R. Bramley, V. M. Findlay, I. Lornie, A. Straffen.
Council Rep.: W. Banfield.

Sound Recording: Convener: K. Buckland.
Adviser: C. Craig
Council Rep.: G. A. Peterson.

Finance Committee: Convener: J. Wilkie.
Members: N. A. Pearson, R. Paroissien.
Council Reps.: B. A. Sykes, E. J. Hogan.

Printing Group: G. Carmichael.

Film Group: Officer-in-Charge: R. Seccombe.
Archivist: D. Kidd.
Publicity: B. Ellams.
Secretary/Programmer: J. Ellams.
Programme Adviser: D. Milk.
Member: J. Smidt.*
Council Rep.: R. G. Bishop.

Mailing Coordinator: R. G. Bramley.

Membership Officer: Mrs E. W. Pretty.

Public Relations: D. G. Potts, W. C. Rapley.

Curator of Rented Premises: E. J. Hogan.

Members' News Letter: R. G. Bramley.

Honorary Legal Officer: A. E. Sell.

Library: Librarian: T. Case.
Asst. Librarian: D. Oliver.
Council Rep.: R. G. Bramley.

Exhibitions Officer: R. G. Bramley.

Federal Competitions Officer: R. G. Bramley.

Accountant: R. Paroissien.

Mailing Officer: N. Johnstone.

Social Committee: Mrs J. Beggs, Mrs I. Lornie.
Council Rep.: R. G. Bramley.

G.S.P.S. Representative: W. R. Banfield.

Steamrail: A. E. Sell, S. J. Bucton, P. D. Keen.
Alternates: E. J. Hogan, G. A. Peterson.

*Served part year only.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY

VICTORIAN DIVISION

ANNUAL REPORT

and FINANCIAL STATEMENT 1980-81

PRESIDENT'S REPORT

It would be pleasing to report that this year has been easy; this unfortunately is not so, but it could be said that for many of our Committees 1980/81 has been a year of consolidation and of planning for projects which will see fruition in 1981/82.

A particular disappointment being the complete closure of the Library at Windsor, this we trust will be only temporary.

A very important event late in the year was the acceptance by Mr. A. Reiher of our invitation to become Patron of our Division. Mr. Reiher's interest in our activities, particularly the Museum, is of great encouragement to us. He will be presented with his Badge of Office at a Gala Entertainments meeting later in 1981.

The Museum details an especially busy and exciting year and all members of the Committee have cause to be extremely proud of their efforts; in recognition of their achievements the Committee has, for the third year in succession, been awarded the Claude Einsiedel Trophy.

The publicity received before and after the F176 naming ceremony caused a rise in attendances, further emphasising the value of the media. The naming of the Museum area "The George Brown Park" is a fitting tribute to our friend without whose help the Museum may never have been established.

As part of the Committee's wider work for the Society, they were responsible for locating and collecting 96 cans of drawings and 2 plan cabinets for the Archives.

The Archives Committee has expanded its facilities and is now housed in quite luxurious surroundings at Windsor and offers a pleasant atmosphere for members wishing to carry out research.

The Publications Committee has stressed the importance of the need for more volunteers, in a period of consolidation this Committee has big plans for the next year.

The Film Group continues to operate in a highly professional manner, particularly valuable is the copying of material for archival purposes while this material is still available.

Bill Ellams was a member of the Film Group until his death during the year; he was a retiring man who did much work behind the scenes for that Committee.

During the year we mourned the passing of M.H.W. "Mort" Clark, a Life Member and former President of this Division — a great historian, his articles for *Bulletin* were eagerly awaited. This kindly man was not known widely amongst present day members, but those of us who had the privilege of his acquaintance miss him greatly.

Preparing our Monthly mailout is an uneviable task in its complexity and for the last ten years Noel Johnstone has, without any fuss, been responsible for this work. Now due to family and other commitments, he has decided to retire. Council has expressed its appreciation of his dedication over the years.

Jim Wilkie is another Member who has worked particularly hard for the Society this year, for as Chairman of the Finance Committee, he was faced with the complicated task of bringing our books into order following a series of unfortunate circumstances, and, more recently, his work as Chairman of the Museum Development Sub-Committee has been of tremendous value. Eldon Hogan, with his expertise and vast background knowledge, was of invaluable assistance during this difficult period for the Finance Sub-committee, and to John Ellams as he took up the reins as Treasurer.

As I am not seeking another term, I must say that it has been both an honour and a privilege to have served as your President; it would not have been possible without the encouragement of my dear wife who, for almost two years as Membership Officer, is as totally involved. I now retire to the relative obscurity of the Sales Department and Immediate Past President. My sincere thanks to all who have assisted me during these last three years and I wish my successor health and happiness in the position.

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McCaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-78	W. C. Rapley
1978-81	E. W. Pretty

*Foundation President of the Victorian Division

SECRETARY'S REPORT

The following are the comparative Membership figures for the 1979/80 and 1980/81 Financial Years.

	1979/80	1980/81
Renewals	975	1049
New Members	129	106
Total Membership	1104	1155
Bulletin Subscriptions	811	831
Newsrail Subscriptions	1339	1375

For at least the third year in a row we are happy to advise a record membership for the Victorian Division. Each year the Society grows stronger, not only in Victoria, but all over Australia. We hope that this growth continues, and is not inhibited by anything either within the Society or forces beyond our control.

As I mentioned in the last report the Society gets bigger and bigger each year while the workforce remains reasonably static. This year we lost Noel Kinnstone, who for at least ten years has been preparing and packing the envelopes for the members monthly mailout, has decided to retire to spend more time with his family. Fortunately we have been able to replace Noel with one member and a member's wife.

Many sections of the Society have retained the same workers, and some have been able to increase their numbers slightly which is pleasing. However one area of the Society that has suffered due to lack of assistance has been the Library. The previous Librarian was moved to the country, and it was found impossible to maintain the Library with one person. It is hoped to be able to restart the regular borrowings from the Society's extensive collection at an early date. Interested members are requested to contact the Secretary as soon as possible.

Generally the Society has been successful in its endeavours to keep its name before the General Public in good standing. In the year ahead this will, I hope, continue so that the Society can continue to grow.

TREASURER'S REPORT

As compared with last year, it would seem from a review of the accounts that your society did not have such a successful financial year. However, several aspects of the years activities must be taken into account.

The Sales Department, despite a tremendous effort, did not achieve as large a surplus as last year mainly due to the fact that except for the publication of *Outer Circle* there were no new major sales items this year. Also it was necessary to write off $1247 worth of unsold calendars.

The surplus from the Museum does not reflect the achievement made by the hard workers of this area of the Society's activities as there was a massive increase of 185% in expenditure on rollingstock restoration.

Tours have again become a major source of income — an encouraging trend considering the necessarily increasing cost of fares. This again shows the effort that has been given by our members.

Increasing costs have eaten even further into subscriptions for *Newsrail* and *Bulletin* resulting in a deficit and smaller surplus respectively.

Membership subscriptions which have been kept at a stable rate have increased as our membership has increased, and the good management of your Society's Directors have kept overall expenditure down despite necessary renovations to the Windsor Station rooms and general inflationary pressures. Of course inflation has helped in gaining us extra income on our investments.

I feel that all these considerations taken into account, this year has not been such a bad financial year for your Society.

FINANCE REPORT

For the Finance Sub-Committee the past year has been eventful. In July the Accountant, Mr. R. Paroissien resigned because he found the duties too demanding and time consuming. The Hon. Treasurer Mr. B. Sykes who was resident in Hamilton at the time was unable to carry out the duties of Accountant as well as those of Treasurer. Mr. Wilkie completed the books for the half year to 31st October 1980. Mr. J. Ellams then assumed responsibility as Assistant Hon. Treasurer and later succeeded Mr. B. Sykes as Hon. Treasurer on his retirement due to ill health. The Finance Sub-Committee records its thanks and appreciation of the assistance given by Mr. Paroissien and Mr. Sykes.

At the instigation of Mr. Wilkie numerous recommendations for improving the accounting procedures were adopted by Council and these are now operative.

The quarterly reviews of the progress of the Society's financial affairs continue and this procedure is most important in enabling recommendations to be made to Council as to subscription rates, etc. Projected Group Expenditure forecasts are scrutinized and also form the basis of suggestions to Council as to what outlays should be authorised.

RAILWAY MUSEUM

It is pleasing to report that the Museum has completed its most successful year so far. Receipts from increased attendances and profits from sales of Postcards, Badges, Glasses, Window stickers, etc. are the highest ever, and the sales profit has been assisted by the generous productions and donations of window stickers etc., particularly by Tom Clark. Appreciable donations were also made by members to our H220 Restoration Appeal and the Appeal for assistance to transport ex V.R. Tram No.52.

The Museum Development Committee has been active and a submission to the Government for funds toward a building should be completed shortly. We have had a number of interesting meetings with Mr. A. Reiher, Chairman, V.R. Board; Mr. R. Gallacher, General Manager; Mr. L. McCallum, Deputy General Manager; and Mr. D. Ferris, Newport Workshops Manager; and it would appear that finally the threat of relocating the Museum has passed. It is expected that we will be granted extra land adjoining the Museum site. To all these persons as well as many other Railwaymen, we express our appreciation for their co-operation and assistance. Society member Bill Pearce, has been a great help as he prepared drawings of our proposed building at very short notice.

Facilities at the Museum have been improved with the provision of more seating, lawns and paths. Member Charles Spiteri of Able Sheetmetal Industries has donated a Barbeque built to resemble a steam engine. A table made from an old loco funnel with seats old wagon buffers, has proved to be quite an attraction as well as being of practical use.

Council agreed to approve the Museum Committee's recommendation, that No.3 Crane 'Polly', be released as requested by the V.R. who will restore it to its original form and place on display outside the Science Museum of Victoria.

Museum Committee, Gatekeepers and Workforce

Once again the Society is indebted to the devotion and effort of our rather small but efficient workforce. The improvement in the condition of the exhibits and area generally has not passed un-noticed by our many visitors from Victoria, Interstate and Overseas. New Committee Members Warren Dunn, Jim Beggs and Ian Lornie have proved to be assets. Society Ladies Mrs. Betty Beggs, Mrs. Beryl Lornie, Mrs. Joyce Jenkin assisted by Mrs. Margaret Brooks, Mrs. June Jeeves as well as other ladies, have provided refreshments to guests and visitors on our Special as well as Miniature Live Steam running days.

As in the past, the Society is indebted to our small but devoted list of week-end Gatekeepers. The availability and co-operation of our Mid-week Gatekeeper and Curator, Bill Bragg, has enabled us to accept many more school groups, etc. Last year approx. 300 schools visited the Museum. The efficiency of the booking system through the office of Mr. A. Sell and his staff, has enabled us to improve the service to the schools.

Works

A large amount of money has again been spent on major metal work to locomotives H220, K165, D3635, E369 and N432. The work on H220 was the most expensive, but was covered by proceeds in the 'Heavy Harry' Appeal fund. The amount of over $8,000 raised was the result of generous donations by members and special efforts organised by the Museum Committee. Four locomotives were repainted, including N432 which has been restored in the paint scheme used on N430 when it was performing duties as the locomotive on the Jubilee Train which toured Victoria and South Australia in 1951.

Money was also spent on the carriages. The roofs of 8M, the *Norman* Car and 12AB have been recanvassed and work is still proceeding on these carriages as well as 136AB. Windows and window frames are being replaced or restored on the *Torrens* Car. One end platform of the *Norman* Car has been replaced.

During this year we have acquired the Market St Bridge of Signals and V.R. Tram No.52, both will be eventually on display. The signal box was repainted inside, photos, a ticket display and Block Instruments installed through the efforts of Warren Dunn, Greg McLellan and Colin Rutledge. The forming blocks of the No.1 Rubicon loco as well as the bowl from the Creswick Water Crane have been placed in position by Peter Jones.

Des and Wayne Layton donated and erected the two flag poles and cairn on which the plaque setting out details of the naming ceremony are attached. The naming of the area the 'George Brown Park' was carried out by the Chairman of the Victorian Railways Board.

Special Days 25-10-81

Centenary of F176: Probably the most successful day in the history of the Museum, when over 5,000 visitors attended; 1,900 of whom travelled by the Special Steam Trains which were run in conjunction with *Steamrail.* The unveiling of the plaques recording the event was carried out by Mr. R. Maclellan, Minister of Transport and Mr. I. G. Hodges, Deputy Chairman of the Victorian Railways Board. Also present were the Minister of Transport (W.A.) Mr. A. S. Rushton; Newport Workshops Manager, Mr. D. Ferris; former Chairman of Commissioners of the V.R., Mr. G. Brown;

many other Victorian Railway personnel, representatives of Massey Ferguson Aust., the firm who donated the locomotive to the Museum. Society Officials, Past Presidents and Life Members assisted in looking after our many guests. Museum workers were provided with F176 Centenary T-shirts, produced through the efforts of Michael Hughes and Ian Morrison.

'George Brown Park' naming Ceremony: After travelling to North Williamstown by Special Train consisting of the V.R.'s *Norman* Car, the Society's *Yarra* Car and hauled by locomotive B60, *Harold Clapp,* Mr. A. S. Reiher Chairman of the V.R. Board and our President, Mr. E. Pretty, performed the unveiling and officially naming the area after our friend and Patron, Mr. G. Brown, C.M.G. The donation of the signs, etc. by Mr. W. Rapley and Mr. K. Finlay is greatly appreciated.

Naming of A.S.G. No.33 – "Albert A. Gunsser": Another large crowd was in attendance when Mr. I. G. Hodges, Deputy Chairman of the V.R. Board officially named and unveiled the nameplate on behalf of the Geelong Steam Preservation Society. It was in honour of a stalwart of their Society, a member of our Society and a former driver of the locomotive when it worked for Australian Portland Cement Pty. Ltd. at Fyansford. We had pleasure in co-operating in this event.

General

The Springvale Live Steamers have continued to visit us twice a year and with members from other Live Steam Clubs attended on the Special Event Days.

The continued support and assistance of the Victorian Railways and their staff, as well as the co-operation we have received from all sections of the Media, have enabled us to improve our exhibits, our attendances and our public image.

We appreciate the efforts of the above mentioned as well as all who have assisted and supported the Museum.

Our Future!

We are quite confident that the aim of all past Museum Committees to have some of our exhibits under cover may be a fact in the not so distant future, and that their efforts in maintaining the Museum over the years will be rewarded.

TOURS

1980-81 has been generally, a good year for tours. Patronage has been better, though there is no room for complacency. The free loading of the "motorcaders" continues: they seem not to realise that **their** fun also will cease if tours can not continue to be viable financially. Our policy remains to provide operating details in return for a donation.

The endeavour to provide ample information and refreshment to patrons has continued. It has been gratifying to see better financial results, though perhaps we can thank Mr. Lonie for some of that!

Grand European Tour '80: (10th May - 8th July) The Australian Railway Historical Society — Victorian Division has been the successful pioneer of Australian extended rail tours. In 1962 the Society sponsored the inaugural interstate tour, conducted by Michael Schrader, to Western Australia. The same organiser was responsible for the three week tour of Queensland in 1964. Bob Whitehead, who organised the first overseas rail tour in 1967 to New Zealand, followed this with a trip to South Africa in 1971.

In 1974 the ARHS continued a fine tradition by sponsoring the first tour from Australia to the U.K. and Europe. A tour totalling some 35,000 miles, including almost 10,000 by railway transport in ten different countries . . . then a record. Evidence of the success of that tour led by Don Potts was that of the 33 satisfied participants, no fewer than 9 booked to join him again on G.E.T. '80 even though they had visited most of the same countries 6 years previously.

G.E.T. '80 included England, Scotland, Wales, Ireland, Isle of Man, France, Spain, Portugal, Italy, Switzerland, Austria, West Germany and East Germany, Holland and Belgium.

Twenty five booked for the three weeks U.K. section and 19 for the six weeks in Europe. As in the past, great emphasis was placed on promoting good relations with railway administrators and enthusiasts "Up Yonder" from those "Down Under". There were many highlights. These ranged in their own right from the awe inspiring Rainhill Re-Enactment (where all those historic locomotives and trains dreamed about from picture-book memories could be seen in the flesh) to the unforgettable hospitality of our hosts, the Railway Preservation Society of Ireland, the contrasting grandeur and poverty of Europe, and, not overlooking the humble bus driver in a remote area of Spain, who spoke no English but somehow "got the message" mainly through sign language and some rough Spanish by one of our passengers. He not only managed to bus-cade steam hauled Andorra coal trains but also took the group to a yard full of old engines in Zaragoza. Overseas booking arrangements were handled by Croydon Travel Centre.

Katamatite Tour: (21st June, 1980. Organiser: B. Payne. Booking Officer: Jim Mason.)

58 members enjoyed this tour with a difference. On original planning we intended to use a rail-

motor, however, with the remote chance of receiving a spare motor to operate this special tour made us decide to operate this tour as a mini tour utilising regular services Melbourne to Seymour and Shepparton to Melbourne. Diesel electric loco Y135 operated our special, with two BW and a CW van, Seymour to Shepparton running express and on the Katamatite branch. The weather in the morning was overcast, but this cleared into a sunny day with some clouds in the sky — ideal for photography.

Railway Museum Bendigo Trip: (24th August, 1980. Organiser: Peter Keen. Deputy Organiser: Tony Sell. Assistant Organiser: Steve Bucton. Booking Officers: Warren Banfield, Steve Bucton, Tony Sell. Motive Power: K190, K153).

This tour ran a week late, thanks to industrial action. This complicated arrangements already made awkward by the general shortage of passenger cars, the Vintage Train set conveyed a near capacity load to Bendigo, double headed to Woodend. The Bendigo Trust attractions, Central Deborah Mine, Old Gasometer, and Joss House with of course the Vintage tramway to link them, were an interesting range of attractions. The return was late, through extraneous causes.

Unfortunately the tour did not produce any profit for the Museum funds.

Healesville Tour: (26th october, 1980. Organiser: Bruce Payne. Booking Officer: Jim Mason. Motive Power: DERM).

A good load made the last fan trip to Healesville well worth while. (This follows our last steam train trip to Healesville a couple of years ago.) The tour concluded at North Williamstown for the naming of George Brown Park.

Mount Gambier Tour: (15th-16th November, 1980. Organiser: Steve Bucton. Booking Officer: Tony Sell).

On its second attempt, this tour was a great success. The party travelled to Ararat by ordinary train, hoping to find the DRC to Hamilton. Alas, it had failed again, and the group joined the first of the series of omnibuses for the weekend. From Hamilton the (next) coach proceeded via Coleraine to Casterton and back to Branxholme, calling at various spots of now defunct railways. After a look at Portland it was dinner and a generally late night.

All too early Sunday, the bus arrived for the station and wonder of wonder, a **train** — T382 car and van. The run to Mt. Gambier was peaceful with several good photo locations.

After inspecting Mt. Gambier loco depot, inhabited by a 930 and an 830 diesel and a Bluebird railcar set a genuine vintage coach served for the city sights tour before the BBQ lunch.

The return trip to Heywood ran well — the T was, in some minds nicely noisy. The fine trestle bridge over the Glenelg River at Dartmoor was a memorable location for photographers. From Heywood by coach to Port Fairy and Warrnambool and home on the Warrnambool pass. completed a great weekend. More than 25 people travelled.

Breakup Suburban Tour: (29th November, 1980. Organisers: Bruce Payne, Tony Sell. Booking Officer: Tony Sell).

A two-car Tait set wandered around the suburban system calling at Brighton Beach, Coburg, Altona and Williamstown before an easily paced look at the A.R.H.S. Railway Museum, and BBQ tea.

Some 60 people enjoyed the afternoon's riding, and more joined for the meal.

"E" Class Tour: (17th January, 1981. Organisers: Bruce Payne, Warren Banfield. Booking Officers: Alan Williams, Warren Banfield. Motive Power: E1108, Y112).

This extremely well patronised tour started 1981 on a high note. The veteran "E" class locomotive performed admirably, travelling to Sandringham and from Upfield to Williamstown and back to Spencer St. The Y operated to Station Pier and Flemington Racecourse. The Combination of unusual motive power and different destinations proved a great success, as did the provision of free cool drink in the blazing heat. Almost 200 passengers sweltered happily through the suburbs.

Melbourne Goods Lines and Yards Tour: (14th March, 1981. Organiser: Steve Bucton. Booking Officer: Tony Sell. Motive Power: X36, Y141, E1102, H3).

The tour reshaped to meet varied and various VicRail restrictions provided a good look at parts of the railways installations not normally visited by non-employees of the railways. The old inner circle line was seen through a mist blearily by the 90 patrons but after Fitzroy the weather did improve. Princes Bridge and Flinders Street goods yard the outskirts of Melbourne Yard, Maribyrnong River, the Boral siding at Deer Park West and the Newport Brooklyn - Sunshine Loop and Albion - Jacana goods line were visited. Many chances for out-of-the-ordinary views and photographs were presented.

Tours Proceeds:

Recognising the importance of the A.R.H.S. Railway Museum and concerned by the failure of the 1980 Museum Trip to make a profit, the Tours Committee recommended to Council that one half of all profit of **any** tour making a profit over $50.00 be paid to the Museum Preservation Fund the balance remaining in the general Society funds. Council has adopted this recommendation with effect from 1st January 1981, and for the one third of the financial year involved the funds passed to the Museum will be of the order of $600.00.

ENTERTAINMENTS AND SLIDE COMPETITION

This year we have endeavoured to build on the change and the progress that we have made over the previous two years. We believe that we have been able to continue to provide a varied and interesting series of speakers and programmes for members at Entertainments Meetings and the continued good attendances at these meetings back up our belief.

Special thanks must be given to the Film Group for their continued co-operation in providing an entertaining and informative programme on the nights when they have provided the syllabus items.

Thanks must also be given to Ray Bruce of the Archives Committee for providing a showing of slides selected from the Society Archives collection. This has become a regular feature of most meeting nights that is looked forward to by many members.

It is also pleasing to report that the Slide Competition has grown during the past year. On several occasions we have set new records for the number of entries received in the monthly competitions. It is also pleasing to note that we are continuing to attract a number of new entrants to the competition. We trust that this trend will continue.

The winner of the Annual Competition for 1980 was Michael Schrader with a total of 35 points and as such he became the first holder of the perpetual trophy awarded for this competition.

This year saw the introduction of a new winners competition held in December and this was won by Warren Banfield to whom congratulations are also due.

During the year we have also had a change in judges for the Slide Competition. Tony Marsden, who had been our judge for the last two years, found that due to pressure of other activities he was no longer able to give us his services as judge. We would like to offer our thanks to Tony and acknowledge the time that he devoted to judging the competition.

In conclusion we should like to thank all of the members who have regularly attended Entertainment Meetings throughout the year and especially thank those who have offered help and suggestions for programme items.

Syllabus items for Entertainments Meetings for 1980-1981

1980	May	Mr. Ron Johnson, Chief Train Controller.
	June	Cancelled due to power strike.
	July	Preservation Societies Night.
	Aug.	Annual General Meeting.
	Sept.	Don Potts Grand European Tour.
	Oct.	Film Group.
	Nov.	Recording Group.
	Dec.	Annual Film Night.
1981	Jan.	Mr. Gordon Perlstein, Locomotive Inspector, Mechanical and Maintenance — The Westinghouse Brake.
	Feb.	Mr. John Henkes, A.S.E.A. Transport Division.
	Mar.	Mr. Les Poulson, Station Master, Flinders St.
	Apr.	Film Group.

FILM GROUP

During the past year the solid and loyal support of members for film screenings has been the source of real encouragement and the Committee would like to take this opportunity to thank the Society for this vote of confidence in what the Film Group is trying to do in preserving and screening rail films. With the constant problem of rising costs for film hire and for production it's great to see the programmes reaching capacity houses.

Production has kept up pace during the past year with the release of two new Film Group productions and more in the pipeline too.

The one sad note was the death of the Film Group publicity officer, Bill Ellams. His enthusiasm and work always well done will remain as a memory of a great worker.

Screenings

The National Mutual Theatrette is at last proving an ideal venue for screenings with the construction of the long-needed second cinemascope projection port. And now in 1981 with the availability of Committee man Jerry Smidt's powerful super 8 mm projector we are now in the position to include 8 mm films in the programmes.

Gordon McClelland continues to give us sterling support with the projection of 35 mm films on his portable machines and a big thanks too should go to the projectionists at the N.M.L.A. and the Victorian Amateur Cine Society.

And what were the highlights in screenings during the past year? If we were to run a "best film of the year" award one of the contenders would certainly have to be the magnificent Japanese cinemascope short on steam's last years: *Poem*

of a Steam Locomotive which was a welcome revival during 1980. And Film Australia's super new short on the rail scene right across Australia: *The Railway* which has now made a valuable acquisition for the film archive.

Three new Film Group releases have received premiers during the past year; we feel it's been quite a record. First came *Night Shift* on night operations on the Diamond Valley Railways, then *Veterans of The Track,* our first archival film release on early motive power of the Victorian Railways and finally *Coals to Newcastle* (a nostalgic look at the coalfields railways of Newcastle).

The 1980 Star Flattely Memorial Film Competition once again was a great success and the Best Film of the Festival Award went to James Burston for his film: *The Great Little Trains of Wales,* a most colourful and polished survey of the various narrow gauge lines of Wales. The Film Group's Award for Technical Excellence went to *Reins for Iron Horses,* diesels. An Encouragement Award went to D. Shepherd's *Centennial Steam* and an Award of Merit to *End of the Line* by Norm Lindsay. A big thank you to all entrants and to Mrs Flattely for her continuing support and encouragement for this annual competition.

Features figured prominently during the past year's screenings with the super action drama *The Taking of Pelham 123,* the Charles Bronson classic *Breakheart Pass,* the remake of *The Lady Vanishes* for the Annual Film Night and a long overdue revival of *The Titfield Thunderbolt.*

Special thanks are due to the many individuals and film distributors who made available films for screenings often at considerable difficulties. Particular mention in this regard should be made to the South Australian Film Corporation, Film Australia and the Brisbane Railway Film Society.

Special Events

Despite earlier fears to the contrary the tunnel managed to survive another airing at the Australian Model Railway Exhibition. With improvements and enlarging it seems to have become a popular fixture on the Society's Stand.

The Group also participated at another model show at the Victoria Hotel where it ran a programme of films. Additional film shows to outside groups are periodically organised to promote the Society.

Production

A re-organised production team has pushed film production back into the forefront of the Group's activities. As already mentioned, this year has seen a record output in completed film releases. The interest shown already in the archival release, *Veterans of the Track* suggests the production team could profitably look at the Film Group archives for a future subject.

The Museum film: *A Century Preserved* is nearing completion, record shooting is continuing on the Signal Boxes project and on the tribute to K class locos, *K Action.*

Archives

Two valuable additions during the year have been a second print of the ever-popular *A Steam Train Passes* for archival preservation due to the heavy wear and tear on the first print, and a copy of the new film *The Railway* (a fascinating review of Australian railways in the '80s hosted by Patsy Adam Smith).

A 35 mm newsreel *Buy Australian Made* was generously donated to the archives by Victorian Film Laboratories while several valuable standard 8 mm films from members and families of deceased members were gratefully received.

The production team has also added additional footage from the newsreel film project (including the H220 working bee) and offcuts from completed film projects.

We'd like to record our thanks for all who have helped in the acquisition of film for the Archive during the year.

Film Sales

Sales picked up during the year despite minimal manpower effort available for promotion of sales. The availability of new titles in the sales list generated interest amongst members throughout Australia and it's hoped to mount a special sales effort during 1981. Members have already been advised of the possibility of offering films on videotape to widen the market for buyers. However, the success of this scheme will largely depend on the interest of members to justify the cost of making VHS masters for copying films.

An approach to overseas rail film producers and distributors has been made to ascertain interest in handling Film Group productions for an international market. Concrete proposals are, in fact, currently being examined to test the feasibility of sales both in Britain and the United States.

Another area of sales is the provision of footage (usually stock footage) to television and documentary producers. Useful sales of film have been made during the year and inquiries are regularly handled for archival film.

Film Library

Despite minimal publicity the film library continues to service a growing number of members and borrowing organisations with access to a 16 mm sound projector. Revenue from hirings can offset the high costs of acquiring film for the archives. The chief restriction in expanding the library is the lack of duplicate prints of valuable films and the consequent limited number of titles available for borrowing through the film library.

Prospects

Special thanks are due to Council for supporting the Group through the multiplicity of activities that the Film Group is engaged in. It's hoped that the coming year will see an increase in revenue from film sales to offset the necessarily high costs of production and film hire. So far as film production is concerned, however, it's salutory to remember that while the commercial costs of operation outside continue to escalate, the Film Group, supplying as it does much of its own facilities from amongst committee members, still manages to produce release films on the proverbial shoestring budget or, perhaps more appropriately to a railway society, "on the smell of an oily rag"!

PUBLICATIONS

This year has been one of mixed fortunes for your Society's Publication Committee. During the year we have seen the release of the book *From the Archives* with limited success and the production of the *1981 A.R.H.S. Calendar.* Congratulations must go to Barry Eadie for the many hours of work that he put into both these productions.

However due to a continuing manpower shortage we have not been able to advance as quickly as we would have hoped with our two other current productions — *Preserved Loco's in Steam* by Garry McDonald and *Steam's Last Decade* by Keith Turton. It is hoped however to have both of these books published shortly.

We can also report that preparation work is well in hand on the *1982 A.R.H.S. Calendar* and we hope to maintain the high standard set last year.

During the year both Peter Neilson and Neil Pearson have had to resign from this committee and we can only regret their loss and offer them our thanks for a job well done under great difficulties.

Our special thanks should also be given to Mr. John Buckland who has played an invaluable role in checking and editing several of our texts.

In order to overcome some of our problems of production and to develop our own technical expertise, some re-organisation of the Publications Committee is currently taking place. It is hoped that this will enable a smoother and more efficient production of publications to take place.

However this will not be possible if we continue to be hampered by shortage of manpower.

We believe that you; the members of the Society; desire to see us continue to produce publications. We can only do this if we have your support, not only as purchasers; but also as members of our production team.

ROLLINGSTOCK

General

With the securing of the *Steamrail* Locomotive and Carriage Depot at Newport during 1980-81 there is at last a site where serious carriage restoration can be undertaken. This looks promising for the future as there are many exciting projects which can now be undertaken. However progress will be limited by the amount of manpower available and it is only through the efforts of volunteers that anything will be achieved. Helpers at Newport are urgently required and are always welcome. It is only with your support that we shall be able to achieve anything.

Operation Doggies

During 1980-81 a committee was set up under the auspices of *Steamrail* to co-ordinate electric train preservation. The A.R.H.S. Rollingstock Committee has taken an active interest in this move as the A.R.H.S. has itself retained doggies 12BJ and 24D as well as joining the A.R.E. in retaining 107M and 137M. The A.R.H.S. cars are now on loan to *Electrail* as it is under this title that work on the doggies can proceed most effectively.

Accordingly committee members have been actively involved in the restoration 107M which has been proceeding since January. Work is well underway and at the time of writing, the outside of the car had been cleaned down and undercoated. However, more volunteers are urgently required and much work still remains to be done before this car is serviceable.

As was mentioned in last year's report the doggies have suffered badly at the hands of vandals while stored within the Newport Workshops. It was hoped that the V.R. would be co-operative in assisting in the replacement of damaged and stolen parts by making appropriate equipment available from scrapped Tait cars. Unfortunately the response to this request to say the least was not encouraging. Especially so when one considers the amount of serviceable parts (lights, windows, electrical equipment, etc.) which has simply, "gone up in flames", at Allendale in recent times.

Yarra

This historic carriage is unfortunately showing its age. It was suggested during 1980-81 that *Yarra* be withdrawn from service and overhauled properly. However, it was subsequently decided that owing to the limited amount of use the carriage has, such an enormous project was not justified. Our small band of volunteers is hard pressed already and so first-aid will have to suffice for *Yarra* in the meantime.

ARCHIVES

The enlargement of the Archives area in the down side of the Windsor railway station has been continued and three rooms are now available for use. A fourth room, half of the present ticket office, is under consideration by the V.R.

Carpet and underlay donated by Mr. Robert Carlisle has been laid and further re-arrangement of the furniture and fittings is under way.

Three 6 ft. x 3 ft. book shelves have been purchased bringing the total number to five and, currently A.R.H.S. *Bulletins,* other Societies magazines, books of reference, V.R. instructional books, magazines and timetables, etc. are being sorted and placed in appropriate areas on the shelves.

96 cans of locomotive mechanical drawings together with two plan cabinets containing station and engineering plans were collected and delivered by members of the Museum Committee and are being listed and itemised.

Photograph indexing and cross indexing is being continued and approximately 9,000 photographs have been processed to date.

It is pleasing to report that good attendances have been noted when the Archive rooms are opened on Tuesday nights for reference and copying purposes by members and friends.

A large display of Archive photographs were included in the A.R.H.S. display at the A.M.R.A. exhibition at the Camberwell Civic Centre in March.

Copies of selected Archive photographs processed by Mal Austin Photography of 112 First Avenue, Dandenong are being offered for sales to members at the monthly entertainment meetings.

NEWSRAIL

This Annual Report covers the period commencing with the May issue and finishing with the April issue, 1980-81. The membership of the subcommittee was altered towards the end of this year, with Andrew Ward retiring as News Editor, after having held this position since 1977. His place has been taken by Kevin Wright, who was previously an assistant news editor — promotion through the ranks in the best Railways style!

During the year the high standard of the Society's magazine was maintained and the number of pages remained constant at twenty-eight. Colour covers were featured on five occasions, but the magazine editorial has been phased out pending further consideration by Council. The circulation of the magazine has remained static over the past year with the result that print runs stand currently at 2200 copies which are normally required to meet subscriptions, and over-the-counter sales.

The news section has been well supported by members, especially in the fields of "Traffic", "Works", and "Delays, Derailments, Etc." — VicRail never lets us down here! The Rollingstock Notes, however, have been somewhat sparse and we would appreciate stronger support from our readers in this area. We believe a high standard of feature articles has been maintained, with contributions coming from regular sources — thank you! — and of course from other members as well. We note, at this point, that reports of individual and group trips into the "back blocks" are always appreciated for they not only provide pleasant reading and are easy to write, but most importantly create an important record of observations, which may seem unimportant at the time but can be of great interest to readers and form an important reference source for the future.

The "Taildisc" feature has been continued at an appropriate place, — the back page, in the magazine and has only recently been added to with a new section: the "Where is it?" station quiz. The advertising section has maintained its dramatic rate of recovery, noted in our previous report, and we look forward to capturing a larger share of non-rail fan advertising. The classified ads. section has been operating for the whole year and has met with a reasonable response from readers.

We conclude this Report by thanking all of our contributors for their efforts during the past year and by inviting them and others to help us in the future.

SALES DEPARTMENT

The turnover and therefore the profit of the Sales Department is down this year, primarily due to the lack of a successful new publication. The demise of large tours is also having its effect as we operated only on the Museum Tour to Bendigo in August and the E Class tour in January with reasonable success. A particular disappointment is the fall off in revenue at meeting nights, probably stemming from lack of new items.

As usual our major success was the AMRA weekend in March which realised a record contribution to Society funds when most needed approaching the end of our financial year. At this display we continued our association with TMSV and that organisation expressed delight with the result.

The Australia Day Pageant found us returning to the traditional area at the Spencer Street Static display after two years at other locations, and we were pleased to co-operate with *Steamrail* in providing items for sale on a 'sale or return' basis.

At Easter we supplied stock to Daylesford 101 on consignment with great success; this is a type of project we should pursue whenever possible as the Society reaches into new areas and assists other groups to raise funds with no initial outlay.

"From the Archives" failed to sell as expected and the carry-over has increased our stock holding considerably while the 1981 Calendar barely broke even, despite an aggressive selling approach and its early release, but we will try again in 1982 with a smaller print run and the quality of our product now established.

Our wholesale business continues to be a major source of revenue, of particular interest was the sale during the year of 400 copies of *Timber, Spuds & Spa* locally in Daylesford and Ballarat.

Of major concern is our current staff shortage; we seem unable to hold or attract dedicated members willing to attend to duties at inconvenient hours, although we can always rely on Eldon Hogan, Lionel Rickard, Glenn Carmichael for assistance, and members of my family have assisted when necessary.

EXHIBITIONS

Our one major Exhibition for the year was the A.M.R.A. Exhibition in March. It was pleasing to see so many of the Society's members turn up to assist during the weekend, or just to have a look at the display.

A meeting was convened of the workers to discuss the next A.M.R.A. Exhibition in March 1982, which the Society has made application for. If we are accepted our exhibition will be the biggest and best we are able to put on, with many new and interesting items on display, many for the first time.

It is to be hoped that the Society can mount exhibitions at other places, but this cannot be done until a secure workforce can be mustered.

RECORDING GROUP

1980-81 has seen many hours listening and selecting tapes from our entire archive collection in preparation for the Victorian Division's new double 12" disc of steam sounds from all around Australia, and the successful sound night held at the National Mutual Theatrette in 1980.

The group has been added to by two newcomers — Frank Londey and Graham Cornish. We thank them for their interest.

The recording of all guest speakers is continuing at our monthly meetings, we are amassing quite a collection of railway information and historical dialogue.

Our microphone was recently on location in Adelaide for K190's trip back to Melbourne.

Astor Records have recently re mastered *Steam Salute* — the new disc release being now available for purchase.

We hope to look into re-releasing some of our earlier releases on cassette in the future.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

1. In our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the Society's affairs at 30th April, 1981 and of the surplus for the year ended on that date.
2. As required by the Companies Act 1961 we report as follows:
   In our opinion
   (a) the attached accounts are properly drawn up:
      (i) so as to give a true and fair view of the matters required by Section 162 to be dealt with in the accounts; and
      (ii) in accordance with provisions of that Act.
   (b) the accounting records and other records, and the registers, required by that Act to be kept by the Society have been properly kept in accordance with the provisions of that Act.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 6th July, 1980.

By its Partner,
K. B. Macrae

AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION YEAR ENDED 30th APRIL, 1981 ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1981 and in accordance with Section 162A of the Companies Act 1961 report as follows:

(a) Directors in office as at the date of this report are

Mr. E. W. Pretty	Mr. S. J. Bucton
Mr. E. J. Hogan	Mr. I. V. Jenkin
Mr. A. E. Sell	Mr. P. D. Keen
Mr. R. G. Bramley	Mr. N. A. Pearson
Mr. J. H. Ellams	Mr. G. A. Peterson
Mr. W. C. Banfield	

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $894.

(d) The following amounts were tranferred to reserves or provisions during the financial year.

Provision for Depreciation of Furniture and Equipment	$1478
Provision for Depreciation of Rollingstock Exhibits	$208

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets [other than those mentioned in paragraph (g)] were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

ANNUAL REPORT OF THE DIRECTORS (Continued)

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

E. W. Pretty, Director

Dated at Melbourne this 6th day of July, 1981. E. J. Hogan, Director

STATEMENT BY DIRECTORS

We, Eric William Pretty and Eldon John Hogan, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors that in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1981 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1981.

E. W. Pretty, Director

Dated at Melbourne this 6th day of July, 1981. E. J. Hogan, Director

STATEMENT PURSUANT TO SECTION 162 (12) OF THE COMPANIES ACT 1961

I, John Howard Ellams, being the person in charge of the preparation of the Company's accounts, hereby state that to the best of my knowledge and belief the accounts give a true and fair view of the matters required by Section 162 of the Companies Act 1961 to be dealt with therein.

Dated at Melbourne this 6th day of July, 1981. J. H. Ellams

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1981

1980				1981
	SOCIETY FUNDS			
$32425	Accumulated Fund (Statement Attached)			$28623
48384	Museum Preservation Fund (Statement Attached)			52446
119	Steam Preservation Fund (Statement Attached)			147
331	Carriage Preservation Fund (Statement Attached)			598
710	Electric Train Preservation Fund (Statement Attached)			—
$81969				$81814
	THESE FUNDS ARE REPRENENTED BY:			
	Current Assets			
24338	Commercial Bank of Australia Ltd.		7290	
18810	Commercial Savings Bank of Australia Ltd.		7530	
77	Bank of New Zealand		79	
6100	Provident Building Society		—	
6248	Debtors — Trade	4334		
508	— Other and Prepayments	1464	5798	
57473	Tour Expenditure Paid in Advance		529	
15	Deposits		20	
24897	Stock on Hand (at lower of cost or net realizable value)		31273	
138466				52519
	Less Current Liabilities			
3642	Subscriptions in Advance — Members		—	
4067	— *Bulletin*		36	
8341	— *Newsrail*		30	
206	— Library		—	
24	Enrolment Fees in Advance		—	
1677	Museum Donations in Advance		—	
18416	Creditors — Trade		8569	
59530	Tour Receipts in Advance		4936	
95903				13571
42563				38948
	Plus Non Current Assets			
	Deferred Assets			
900	Loan to — Geelong Steam Preservation Society		—	
	Investments			
12234	Commonwealth Special Bonds (at cost)		12234	
	Fixed Assets			
	Library, Furniture and Equipment —			
1495	At Council Valuation 17th July, 1967	1495		
8381	At Cost	10279		
1898	Plus Additions (at cost)	5296		
11774		17070		
5439	Less Provision for Depreciation	6917		
6335			10153	
	Museum Rollingstock Exhibits			
18450	At Council Valuation 18th December, 1978	18450		
1870	At Cost	1870		
—	Plus Additions (at cost)	750		
20320		21070		
383	Less Provision for Depreciation	591		
19937			20479	
39406				42866
$81969				$81814

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

SUPPLEMENTARY STATEMENTS

1980		1981
	ACCUMULATED FUNDS	
$28197	Balance as at 30th April, 1980	$32425
4228	Plus Surplus for Year	—
—	Less (Deficit) for Year	(2713)
—	Less Profit from 1979/80 Ballarat Tour transferred to *Steamrail*	(1089)
$32425	Balance as at 30th April, 1981	$28623
	MUSEUM PRESERVATION FUND	
39878	Balance as at 30th April, 1980	48384
—	Plus Museum Rollingstock Exhibits Valued	750
8506	Surplus for Year	3312
$48384	Balance as at 30th April, 1981	$52446
	STEAM PRESERVATION FUND	
107	Balance as at 30th April, 1980	119
12	Plus Surplus for Year	28
$119	Balance as at 30th April, 1981	$147
	CARRIAGE PRESERVATION FUND	
5	Balance as at 30th April, 1980	331
326	Plus Transfer from "Yarra Car" Fund	267
$331	Balance as at 30th April, 1981	$598
	"YARRA CAR" FUND	
13	Balance as at 30th April, 1980	Nil
313	Plus Surplus for Year	267
326		267
326	Less Transfer to Carriage Preservation Fund	267
Nil	Balance as at 30th April, 1981	Nil
	ELECTRIC TRAIN PRESERVATION FUND	
710	Balance as at 30th April, 1980	710
—	Less Transfer to *ElecRail* Preservation Fund	710
$710	Balance as at 30th April, 1981	Nil

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1981

1980					1981
	INCOME				
$6408	Membership Subscriptions				$6799
381	Enrolment Fees				318
375	Interest Received				1043
342	Library Fees				350
34	Donations — General				—
8506	Surplus from Museum (See atached Statement)				3312
464	Surplus from Tours (See attached Statement)				3256
13327	Surplus from Sales Department (See Note 2)				3610
1720	Surplus from *Newsrail* (See Note 3)				639
1024	Surplus from *Bulletin* (See Note 4)				769
12	Surplus from Steam Preservation (See Note 6)				28
313	Surplus from "Yarra Car" (See Note 7)				267
32906					20391
	LESS EXPENDITURE				
	Direct Service to Members				
844	Meeting Expenses		877		
50	Depreciation of Books, Films and Equipment		47		
76	Slide Competition		206		
109	Movie Film Competition		123		
139	Annual Film Night		66		
1218				1319	
	Administrative				
3565	Postage		2290		
743	Telephone		637		
560	Distribution and Mailing		2095		
2925	Printing and Duplicating		2529		
1846	Stationery		1963		
970	Insurance		918		
700	Audit Fee		700		
1775	Accountancy Fees		476		
62	Federal Secretary's Expenses		62		
128	Equipment Repairs		48		
322	Other Expenses		752		
393	Depreciation of Furniture and Equipment		764		
13989				13234	
	Group Expenses				
957	Film Group	292			
109	Depreciation of Equipment	113	405		
1468	Archives and Research	1545			
169	Depreciation of Equipment	168	1713		
124	Recording Group	195			
32	Depreciation of Equipment	37	232		
2859				2350	
	Other Expenses				
1078	Windsor Station Room Expenses		1676		
703	Publicity and Exhibition		918		
1781				2594	
19847					19497
$13059	**Surplus for Year**				$894

APPROPRIATION ACCOUNT

$13059	**Surplus for Year**		$894
	This Surplus has been apportioned as follows —		
4228	Accumulated Fund — (Deficit)	(2713)	
8506	Museum Preservation Fund — Surplus	3312	
12	Steam Preservation Fund	28	
—	Carriage Preservation Fund	—	
313	"Yarra Car" Fund	267	
$13059			$894

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

MUSEUM INCOME AND EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1981

1980				1981
	INCOME			
$12786	Gate Donations			$15139
2178	Sales Surplus on Books, etc. (See Note 8)			3523
1599	Interest Received			2244
857	General Donations			244
4096	H220 Appeal — Donations		2832	
—	Tram Appeal Donations		625	
—	F176 Appeal Donations		629	
				4086
—	Donations from Tours			505
21516				25741
	LESS EXPENDITURE			
	Current Operations			
58	Security Patrol		50	
570	Electricity		625	
76	Rates and Rent		85	
377	Administration		1664	
700	Gate Keeper's Expenses		840	
323	Insurance		631	
862	Ticket Printing and Advertising		757	
1010	Paint		955	
2601	Other Materials		2429	
372	Equipment Repairs		177	
235	Donations		405	
288	Depreciation of Equipment		315	
7472			8933	
	Major Works			
4520	Museum Exhibits Maintenance	12882		
198	Depreciation of Rollingstock Exhibits	208		
558	Area Improvements	406		
262	Miniature Train Track	—		
5538			13496	
13010				22429
$8506	**Surplus for Year**			$3312

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

TOURS INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1981

	Net Revenue	Transportation Railway	Transportation Other	Refreshments	Other Direct Costs	Surplus or (Deficit)
Tram (1979-80)	$137	—	—	—	—	$137
Mt. Gambier	1949	878	508	—	436	127
Europe	60586	—	57434**	—	546	2606
Katamatite	1199	976	—	52	—	171
Bendigo	3552	2465	975	60	297	(245)
Healesville	373	540	—	—	—	(167)
Break Up	604	244	—	187	91	82
"E" Class	1802	795	—	—	123	884*
Melbourne Yards	1097	838	—	—	34	225*
	$71,299	$6736	$58917	$299	$1527	$3820
Less General Expenses						58
						3762
*Less Transferred to Museum Income Expenditure Account (½ of all surplus over $50)						505
Surplus for Year						$3257

**Includes all travel and accommodation costs including rail.

NOTES TO AND FORMING PART OF THE ACCOUNTS

Note 1

Summary of Significant Policies

Set out hereunder are the significant accounting policies adopted by the Society in the preparation of the accounts for the year ended 30th April, 1981.

Unless otherwise stated, such accounting policies were also adopted in the preceding accounting period.

(a) **Underlying Principles**

The accounts have been prepared in accordance with convential historical cost principles and have not been adjusted to take account of either changes in the general purchasing power of the dollar of changes in the prices of specific assets.

(b) **Depreciation**

Depreciation is calculated on a straight line basis so as to write off the net cost of each fixed asset during its effective working life.

Where it has been impossible to determine the cost of an asset, the Council valuation has been used as the basis for calculating depreciation.

Additions are depreciated on a pro rata basis from the date of purchase.

The principal annual rates are:

Office Equipment	15.0%
Books	10.0%
Office Furniture	7.5%
Museum Rollingstock	1.0%

(c) **Stock Valuation**

All stocks are valued at the lower of cost or net realizable value.

(d) **Income Tax**

By virtue of its aim as set out in the Memorandum of Association the Society qualifies as an organization specifically exempted from ordinary income tax under Section 23 (g) (iii) of the Australian Income Tax Assessment Act.

(e) **Society Funds**

In order to ear-mark accumulated funds for specific purposes the Council allocates surpluses and deficiences arising from the various Society's activities over the funds detailed in the Balance Sheet.

The surplus for the year and the allocation over the funds is shown in the accounts.

1980				1981
	(Note 2)	**Sales Department**		
$39739		Sales		$29776
		Less Cost of Goods Sold		
23664		Stock on Hand 30.4.80	23563	
14992		Purchases	16870	
		Transfers to Sales Department of —		
8145		*Newsrail*	8415	
260		*Bulletin*	180	
47061			49028	
23563		Less Stock on Hand 30.4.81	24762	
23498				24266
16241		**Gross Profit**		5510
		Less Expenses		
637		Postage and Telephone	639	
329		Rental	198	
91		Electricity	239	
112		Cartage	191	
300		Wrappings	129	
497		Advertising	255	
399		Stationery	11	
573		Building Maintenance	—	
(27)		Sundry Expenses	203	
3		Depreciation of Equipment	2	
—		Bad Debts	33	
2914				1900
$13327		**Net Surplus for Year**		$3610

	(Note 3)	***Newsrail***		
13649		Subscriptions		14546
1092		Advertising		1832
14741				16378
		Less Cost of *Newsrail*		
21000		Cost of Publication	23494	
134		Other Expenses	628	
32		Depreciation of Equipment	32	
21166			24154	
8145		Less *Newsrail* Transferred to Sales Department	8415	
13021				15739
$1720		**Surplus for Year**		639
	(Note 4)	***Bulletin***		
6636		Subscriptions		7328
		Less Cost of *Bulletin*		
5872		Cost of Publication and Freight	6739	
260		Less *Bulletin* Tranferred to Sales Department	180	
5612				6559
$1024		**Surplus for Year**		$769
	(Note 5)	**Carriage Restoration**		
Nil		**Income**		Nil
Nil		**Less Expenses**		Nil
Nil		**Deficit for Year**		Nil
	(Note 6)	**Steam Preservation**		
		Income		
14		Donations — 'K' Class Appeal		28
12		— General		—
26				28
		Less Expenses		
14		Donations to 'K' Class Appeal		—
12		**Surplus for Year**		$28
	(Note 7)	**"Yarra Car"**		
		Income		
313		Hire Fees		267
Nil		**Less Expenses**		Nil
$313				$267
	(Note 8)	**Museum Sales of Books, etc.**		
4455		Sales		6092
		Less Cost of Goods Sold		
1759		Stock on Hand 30.4.80	1334	
1852		Purchases	7746	
3611			9080	
1334		Less Stock on Hand 30.4.81	6511	
2277				2569
$2178		**Surplus for Year**		$3523

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

OFFICE BEARERS 1980-81

Patron: A. S. Reiher

Life Members: J. Y. Harvey, J. C. Brough, M. H. W. Clark (Deceased), J. E. Wilkie, A. C. Hill, E. Quinlan.

President: E. W. Pretty

Vice-Presidents: E. J. Hogan, A. E. Sell

Secretary: R. G. Bramley.

Treasurer: B. A. Sykes,* J. Ellams.*

Councillors: W. R. Banfield, S. J. Bucton, I. V. Jenkin, P. D. Keen, N. A. Pearson, G. A. Peterson.

Museum: Chairman/Works Supervisor: G. Precious.
Secretary: N. A. Pearson.†
Committee: T. Clark, W. Dunn, P. Jones, P. Jeeves, M. Hughes, J. Beggs, I. Lornie, G. Peterson.†.

Museum Development: Chairman: J. Wilkie.
Members: A. Hill, N. Pearson,† G. Peterson, M. Hughes.

Tours: Chairman: S. Bucton.
Secretary: B. Payne.
Committee: P. Keen, S. Moore, D. Potts, A. Sell, W. Banfield.†

Publications: Chairman: P. Neilson,*
I. Jenkin.*†
Members: B. Eadie, N. Pearson,*†
M. De Josselin.*
Advisors: J. Dare, R. Carlisle.

Newsrail: Convener A. Ward.
News Editor: A. Ward,* K. Wright.*
Articles: G. Bainbridge.
Layout Production & Pictorial: B. Eadie.
Advertising: M. de Josselin.*
Assistants: W. Hall, J. Dare, A. Sell.†

Sales: Manager: E. Pretty.
Assistants: P. Barry, L. Rickard, E. Carew,*
G. Carmichael, E. Hogan.†

Archives: Secretary: R. Bruce.
Members: E. Carew, R. Carlisle, G. Watts, D. Beardsell, S. Bucton.†

Rollingstock: Chairman: P. Donald.
Members: T. Clark, K. Clark, D. Potts, P. Keen.†

Entertainments & Slide Competition:
Convener: I. Jenkin.†
Members: P. Keen, R. Bramley, V. Findlay, I. Lornie, A. Straffen, W. Banfield, L. Rickard.*

Sound Recording: Convener: K. Buckland.
Members: F. Londey, G. Cornish, G. Peterson.†
Adviser: C. Craig.

Finance Committee: Convener: J. Wilkie.
Members: N. Pearson, E. Hogan, R. Paroissien,* B. Sykes,*† J. Ellams.*†

Printing: G. Carmichael, R. Bramley.

Film Group: Officer-in-Charge: R. Seccombe.
Members: D. Kidd, J. Ellams, D. Milk, I. Jenkin,† J. Smidt.

Membership Officer: Mrs E. W. Pretty.

Members Mailout Production: Co-ordinator: R. Bramley.†
MNL Editor: R. Bramley.
Addressograph Operator: N. Johnstone,* P. Churchley.*
Enveloping Officer: N. Johnstone,* Mrs. K Wright.*

Public Relations: D. G. Potts, W. C. Rapley.

Curator of Rented Premises: E. Hogan.

Honorary Legal Officer: A. E. Sell.

Exhibitions Officer: R. Bramley.

Federal Competitions Officer: R. Bramley.

Social Committee: Mrs J. Beggs, Mrs I. Lornie.

G.S.P.S. Representatives: W. R. Banfield.
Alternates: A. Sell, R. Bramley, P. Keen.

Steamrail Victoria Limited:
Nominated Directors: A. Sell, P. Keen, S. Bucton.

*Served part year only.
†Council Liaison Officer.

FRONT COVER: Mr. George F. Brown, C.M.G., speaking at the naming ceremony of "George Brown Park", A.R.H.S. Railway Museum, 26th October, 1980. (Photo John Dare)

AUSTRALIAN RAILWAY HISTORICAL SOCIETY

VICTORIAN DIVISION

ANNUAL REPORT

and FINANCIAL STATEMENT 1981-82

PRESIDENT'S REPORT

The Society year which concluded on 30th April, 1982, has been one of considerable progress for the A.R.H.S. in Victoria, due in no small measure to the devoted work of a comparatively small number of active members, as will be apparent to the reader of the group reports which follow; due also, however, to the support, even if less active, of an increasing number of ordinary members who, with their families and friends, come to our meetings, participate in our excursions, visit our Museum, read our magazines and purchase our other productions.

In last year's President's Report Eric Pretty advised of his pending retirement "to the relative obscurity of the Sales Department". At the Annual Meeting I was able to advise him that he was already assured of appointment to at least five sub-committees, and so it proved! I am pleased to record that Eric continued to pursue a number of tasks initiated during his presidency, particularly where relations with VicRail and other government departments were involved in regard to the future of the Museum. As Eric is to become President again this continuity of contact will prove of great benefit to the Society.

The administration of a society with almost 1200 members and a dozen or more sub-committees and groups, together with a number of additional officers and representatives, is no small task when you realise that it is all carried out on a voluntary, spare-time basis. The honorary secretary has a largely thankless task in co-ordinating much of this, and the Society is greatly indebted to Robert Bramley for his tireless devotion to his duties.

Last year's Finance Report mentioned that it had been necessary to find a new honorary treasurer/accountant following the retirement of those who had held these positions. John Ellams took up the combined burden of both positions and had matters just about in order when a change in his employment, involving transfer to the Latrobe Valley, necessitated his resignation at the end of February, 1982. We are grateful to John for his work with our finances, and his contribution as a Councillor and member of the Film Group. Vice-President Neil Pearson shouldered the additional role of acting treasurer, with some assistance from other Councillors. Council has since engaged Mr. Brian Comport, a practising accountant, to maintain our books, check on debtors and produce regular statements of accounts, tasks which are considered beyond the powers of a volunteer, no matter how qualified, without the necessary office support.

Turning to some of our sub-committees and groups, the Tours Committee members have greatly expanded their efforts during the past months, despite restrictions on classes of motive power available, carriage shortages, and non-availability of many lines on which many attractive trips were run in the past. Tours have been of great variety, from tram and railmotor outings to extended interstate journeys. Highlight must be the comprehensive tour of Western Australia in September 1981, which culminated in the ride behind *Pendennis Castle*. This trip has been described as perhaps the crowning achievement of the organising career of veteran tours leader Don Potts, at least as far as tours in Australia are concerned. Don acknowledged with gratitude the assistance given by Noel Zepplin, W.A. A.R.H.S. President and his colleagues. Another feature for Victorian Divison Tours was the re-introduction of weekend tours in Victoria using sleeping cars. Two successful weekend trips were run to Orbost, in conjunction with the Association of Railway Enthusiasts, and a similar weekend was scheduled for the Dimboola Railway Centenary in July 1982. Vice-President Tony Sell, Tours Convenor Stephen Bucton and weekend organiser Peter Keen, together with Don Potts and their colleages, have put much effort into our tours. An operating surplus of nearly $10,000 (with a further $2,600 to be credited from the second Orbost tour which was run right at the end of the financial year) has been of great assistance to the Society's liquidity, and Council has approved of almost 50% of this surplus being transferred to Museum funds as a long-term loan for Museum development.

In recognition of its achievements for the year ending 30th April, 1982, the Tours Committee has been awarded the Claude Einsiedel Trophy for the most efficient sub-committee or group in the Society.

The Leslie G. Poole trophy for the best individual effort in support of the Society's aims has this year been awarded to Ray Bruce, secretary of the Archives Committee. This committee does not boast a chairman, and Ray is in effect the executive officer and runs the Archives on a day to day basis. His report herein details the steady progress of this important activity of our Historical Society. Ray's contribution to our monthly meetings by the regular screening of selections of archival slides has helped greatly in making the members aware of the existence of our Archives department.

The Railway Museum has continued to flourish, and the appearance of the exhibits and the area

generally has been maintained and even enhanced. The good news of an increase in the area allocated by VicRail to the Museum will further encourage the workforce. As detailed below, a great deal of work has been carried out by the Museum Development Committee on our behalf regarding the future size, layout and ultimate control of the Museum. Members of this Committee, under the leadership of Jim Wilkie, have been particularly active in recent months, and have given up many hours of their time (let us be thankful that they have benevolent employers!) to the task — especially Neil Pearson, Eric Pretty and Geoff Peterson. The Museum's Patron, Mr. George Brown, has been of great assistance with advice and contacts.

A highlight of the closing weeks of the Society financial year was our active participation in the organisation of the visit to Melbourne of the replica of Stephenson's *Rocket* — a joint venture with VicRail and T.N.T. We were involved in the staffing of the display for a week in the City Square and for two days of operation in Yarra Park near Swan Street Bridge. The burden of all this fell once again on Eric Pretty. Our film group was appointed the official body for recording the visit for posterity.

The reports of the other sub-committees give in some detail their successes and progress during the year. Most of them have a never-ending task, and it is to the credit of all that *Newsrail* appears on time, the slides are judged, the guest speakers are secured, the films are produced, the Calendar appears before those of our competitors, and the Sales Department never faulters. It is good to note that the Library and the Recording Group, which have not had such a great deal of progress to report in the recent past, now seem set to advance in the coming year.

Readers of the monthly Members' Newsletter will have noted that Council was almost evenly divided in the attitude taken by its members to steam preservation and in particular the Society's legal links with *Steamrail Victoria Ltd.* The latter was incorporated as a company limited by guarantee in June 1980 to take over the work of the Steam Preservation Co-ordinating Committee, until then a joint project of A.R.H.S. and the Association of Railway Enthusiasts. A.R.H.S. and A.R.E. each appoint three directors to the *Steamrail* Board, and four more are elected by the *Steamrail* membership. After a number of lengthy debates in Council no finality was reached. Members are to be given their chance to discuss the matter arising out of a member's motion listed as Special Business at the A.G.M.

Following the laying aside of these discussions, the last six months of the Council year (which of necessity overlaps into the next Society financial year) have proceeded in a particularly harmonious way, and much progress has been made towards the achieving of the Society's objects.

In conclusion, I would like to thank the Vice-Presidents (Tony Sell and Neil Pearson), Eric Pretty, Robert Bramley, councillors generally and other office-bearers (not forgetting the indefatigable Membership Officer Mrs. Bev. Pretty) for their support. Our Society's standing in government and railway circles has probably never been higher; let us hope, with support from all members, that in the coming year this position will be maintained and even improved.

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McCaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-78	W. C. Rapley
1978-80	E. W. Pretty
1981-82	E. J. Hogan

*Foundation President of the Victorian Division

SECRETARY'S REPORT

The following are the comparative Membership figures for the 1980/81 and 1981/82 Financial years.

	1980/81	1981/82
Renewals	1049	1076
New Members	106	99
Total Membership	1155	1175
Bulletin Subscriptions	831	840
Newsrail Subscriptions	1375	1382

For the fourth year in a row we are happy to record an increase in the number of Members, although the number of new members is down over the last year. The only problem about the increasing membership is the task of providing the monthly (except January) mailout. Currently there are six categories that the mailout has to be sorted into, each with its own postcode order. A large job!

As I have said year after year as the Society gets larger and larger, the percentage of the workforce slowly diminishes. This year we have had a couple of members who have said they are willing to do something for the Society, but in true Oliver Twist style, the Society always asks for more. More workers, more work from the workers we already have. Many employers wonder who some of these members actually work for!

Council has been able to hold the number of meetings to one a month, but many of these Council meetings have been long with at times very heated debates on issues vital to the well being of the Society. It would be fair to say that at least one Councillor has said to himself or others "Why do I bother". The answer always comes back "For the good of the Society". As you will have noticed from the nominations only two Councillors have failed to renominate for the coming year. This must prove something!

Federal Competitions

The matter of these competitions will be discussed fully at the National Conference to be held in Sydney next year, but one thing that can be said is that a full review of these competitions is long overdue, especially the C. C. Singleton Black and White photo competition which has steadily been losing the interest of members. Perhaps this is due to the current change from black and white to colour photography.

Looking ahead

1983 will see the 50th Anniversary of the foundation of the Society in Sydney in 1933. Many special items will be produced and happen over the next twelve months, including a National Conference to be held in Sydney over the Anzac Weekend in April. So remember to keep reading the Members Newsletter for information on these events.

TREASURER'S REPORT

It is pleasing to report that the Society has just completed a successful year financially. Thanks mainly to the success of the publication *Steam's Last Decade* by Keith Turton, the Sales section have returned good figures. It is essential for the financial well being of the Society, that new publications flow through on a regular basis. In spite of rising costs etc., the success of most Tours has also assisted in the improved financial position of the Society.

The Museum has again finished the year with a surplus, despite $10,425 being spent on Major Restoration. Members' donations to the Building Fund and the proceeds from the Auction night have been placed in a Special Building Account. The share of the surplus from Tours have been credited to the Museum as a loan.

Due to sound direction and management by the Finance Committee under the Chairman, Mr. Jim Wilkie, most Committees were within their budget and Subscriptions have been kept at a reasonable level. It is pleasing to note that the number of members is still increasing.

The efforts of Mr. John Ellams as Treasurer, until being transferred in his occupation, is appreciated. Due to the complexities and volume of our accounting, Council has appointed Mr. B. Comport, (Brighton Management Services), as the Society's Accountant.

RAILWAY MUSEUM

The Museum Committee again has pleasure in reporting that the whole operation is in a healthy state, and that the prospects for the future must be considered quite bright.

The State Government's free weekend travel over the December and January period proved to be successful generally and to the Museum in particular, generating many extra visitors.

Cloth Badges were produced and have been a popular sale item together with the Museum Booklet, window stickers, metal badges and postcards.

A number of new builders and number plate display boards were prepared, and an 'O' gauge railway acquired. Donated to the Museum was a shunter's lamp from the Silverton Tramway, and a hand bell thought to have been on the Moama - Deniliquin railway.

New exhibits received into the Museum include Z1220, 22RM, and RY600. Steam crane No. 36,

the bank of clocks from the Elizabeth St. entrance to the Flinders St. Station as well as two clocks from the platforms. The S.E.C. have agreed to make available one of their electric locomotives and a wagon. These can be expected in two or three years.

Three staff instruments from the Bendigo area have been placed in the Signal Box, and on receipt of the special staffs, the instruments will be activated.

A number of books and booklets were donated, some to be given to the Junior workers, some passed on to Archives and others for auction. A very successful Auction was held at one of the entertainment meetings resulting in a tidy sum being gained for the Museum Building Fund. Similarly two Special Efforts resulted in further amounts being available for the same fund. A percentage of the proceeds from the Society's tours have also been allocated to the fund.

On behalf of the Society, the Museum presented to Mr. A. S. Reiher a lamp for placement on Z526, and a Display Board to Mr. J. Bellwood of the National Railway Museum, York. Mounted on the board is a number plate from N475, a builders plate from N469, a photo of these two locomotives on the last run of the class, and a plaque recording that it was presented on the occasion of the visit to Victoria of Stephenson's *Rocket* Replica. A similar display board with identical plates will be mounted at our Railway Museum to record the link between York and North Williamstown.

We entered in the Museum of the Year Award 1982, being visited by the Judges as we were on their 'short list', but were not successful in being awarded a prize.

To all those people who have assisted the Museum during the year, including our dedicated Workers, Gatekeepers, Ladies Committee and the midweek booking office staff, we express our sincere appreciation.

We appreciate the continued co-operation of all sections of the Victorian Railways and members of the staff. It is pleasing to report that the Railways have agreed to our suggestion concerning any items of Historical Railway importance, and have requested all branches to refer such items to the Secretary for Railways who will then contact the Museum.

Works – Locomotives

Over $5,000 was spent for major metal work on R704's fire box cleading, and smaller amounts on A2-995 and K165. Locomotives R704, K165, D3-635 and A2-884 were repainted in our progressive programme which entails a 5 year cycle. Also painted were the wheel jack, coal skip, spoked wheels and No. 1 Rubicon Loco's forming blocks, all of which were placed on display along the Champion Rd. side of the Museum. The pantograph and steam generator also received attention. Various tenders have been patched and preserved. The Morwell sign has been rebuilt and erected, and additional descriptive signs placed in position.

Various locomotive cabs have been repainted, with gauges, fittings, windows and seats being restored. New steps and platform have been constructed for the Norman car and loco D4-268, making access much easier and safer. They are to be named 'The Jim and Betty Beggs' steps.

A very successful Christmas barbeque was held at Queenscliff for the Junior Workers, and the opportunity was taken to ride to Drysdale on the Bellarine Peninsula Railway. Greg McLennan was presented with his award as the Best Junior Worker for the year 1981/82. This year the winner is Michael Clevett. Congratulations to both boys.

Assistance from the Public on the occasions of our Special Efforts was much appreciated. Over 25 visitors assisted.

Works – Carriages, etc.

A concentrated effort on the Torrens over the Christmas holidays resulted in much of the outside panelling being replaced, the remaining panelling will be completed this Christmas. The vehicle has been painted as a temporary measure to make it more presentable to the public. Swing door electric car 8M, works van H925 and IB wagon 5452 have also received a coat of paint.

Old passenger cars 12AB and 136AB have had many hours of work carried out on them, repainted, as a result of which their appearance is greatly improved.

The Pinsch Gas car 30Q and Mansard roof car 77WW have had their roof's recanvassed, as well as window frames rebuilt and replaced. Through the co-operation of *Steamrail,* work on 77WW was carried out under cover during Easter.

The Museum has taken over responsibility for the Yarra and 45ABL from the Carriage group. A survey has been carried out on Yarra, and it is intended to recanvass the roof and perhaps time and circumstances permit, the outside panels replaced in time for the Albury Railway centenary.

Museum Development Committee

This Committee has again been very active, a submission was prepared and presented to the Minister for Transport for funds to develop the Museum and erect a building. This matter will be pursued with the new Government.

The Victorian Railways have agreed to extra land at the western end of the Museum to be made available, and on the signing of the lease, the fence will be erected.

Discussions have been held with John Connell and Associates, and as a result an updated submission is being prepared with suitable graphics. This will be presented to the 150th Anniversary Committee to follow up a previous approach by Mr. A. S. Reiher. The possibility of acquiring a V.R. Railway Station as a new entrance to the Museum is being investigated. A Master Plan for future development, marketing and financing of the plans is under consideration.

The possibility of the Railway Museum coming under the auspices of The Science Museum of Victoria could prove to be the turning point for the long term future of this valuable collection. It is envisaged that the organisation could be similar to that of The National Railway Museum at York and The London Science Museum. The A.R.H.S. would be represented on the Management Committee, and the restoration work would still be carried out by our volunteers under the direction of the Railway Museum Committee.

Everything considered, the next two or three years could prove to be a very exciting period for the Museum. The donations made by members to the Museum Building Fund will assist in this development, and the generosity of the members is appreciated by both Council and the Museum Committee.

TOURS

This has been another successful touring year: the happy tours team is grateful for the support of all tour patrons. While the numbers travelling have not been as large as in the past, it is a couple of years since a tour had to be cancelled through lack of support. A friendly spirit has characterised tours, and many and varied events have been enjoyed. Four States were visited, steam, diesel and electric traction were used, and day, half-day and weekend tours operated.

Yarram: 9th May 1981: Organiser — Bruce Payne.

This steam hauled trip, designed to ensure that the Yarram line, under threat of closure, did not disappear unvisited. A good crowd explored the Great Southern Railway by steam power, and then enjoyed a memorable meal at Meeniyan.

Grand Union Tram Tour: 18th July 1981: Organiser — Tony Sell.

All twelve different movements at Balaclava Junction were experienced, and most of the southern lines explored, not to mention the back road through Kew Depot. Cars used were an unmodified W5 and an SW2.

Western Australia: September 1981: Organiser — Don Potts.

This superb tour set new peaks of achievement even for the renowned Pottsey. The group rode Westrail and preserved lines, saw a great deal of both railway and general interest, and, with W.A. Division members, visited the North-West to ride behind the magnificent British machine *Pendennis Castle*. The W.A. Division co-operation and hospitality was superb, and the group had an unforgetable trip.

Orbost (Mk I): 16th - 18th October 1981: Organiser — Peter Keen. (Joint Tour with A.R.E.).

K190 (with a little diesel help) took the weekend party, and on Saturday, enthusiastic locals also, to the end of the Gippsland line. The tour was fully booked in short order, the arrangements all worked to complete satisfaction, and one of the few remaining highly scenic lines of railway was thoroughly enjoyed by all concerned.

Avoca - Cressy: 14th November 1981: Organiser — Tony Sell.

After a diesel dash to Castlemaine, the trusty K190 took the train through Maryborough and Avoca to Ararat, and then across the plains. The good ladies of Cressy provided an excellent evening meal, and capped a good day.

End of Year — Geelong Area: 28th November 1981: Organiser — Steve Bucton.

This halfday DERM tour explored the sidings and yards of Geelong, and returned to the A.R.H.S. Railway Museum, where the local rain lifted to enable the magnificent meal (kindly supplied by the Social Committee) and the showing of slides from Neil Pearson's collection to proceed.

"The Oaklander" (Oaklands, N.S.W.): 23rd January 1982: Organiser — Steve Bucton.

This speedy diesel dash to the wilds of New South Wales went ahead of plan until the heat proved too much for the track, and locomotive X39 and several cars were derailed. Fortunately there was no injury. The emergency arrangements worked well, and the party reached Melbourne ahead of schedule by regular trains.

Warragul - Traralgon: 13th February 1982: Organiser — Warren Banfield.

The Comeng suburban set sought was refused, but a silver set ran to Warragul (for the centenary of the town) and Traralgon, with a good crowd, in fine hot weather. The usual carefully chosen photostops rounded out another good day.

Tasmania: 5th - 14th March 1982: Organiser — Tony Sell.

A thorough examination, by road alas of the Tasmanian Division of ANrail, with plenty of evidence of the historic qualities of the TGR as well as the A.N. modernisation programme, and of the inescapable beauties of Tasmania culminated in the ride over the Emu Bay Railway to Rosebery.

Orbost (Mk II): 16th - 18th April 1982: Organiser — Peter Keen. (Joint Tour with A.R.E.).

The waiting list for the 1981 Orbost tour encouraged the operation of the second which also ran virtually fully booked. With K190 pointing the other way the beauties of the line were photographed from yet more angles, and another thoroughly satisfactory weekender ran its course.

General

The Tours Committee has endeavoured to plan and budget on a realistic basis: this has enabled all tours advertised to operate. The innovation of partial refund vouchers (to share with patrons the fruits of success) has met with general approval, and has itself contributed to realistic planning rather than setting fares on wildly optimistic projections of support.

The Committee acknowledges the considerable assistance of the Hon. Secretary in relation especially to mailouts. It also thanks tours patrons for their support, and hopes to enjoy that of many more members, and their friends, in the future, when a greater variety of steam power should be available.

ENTERTAINMENTS AND SLIDE COMPETITION

Once again this committee has endeavoured to bring members an interesting and varied programme at Entertainment meetings. Although there have been no major innovations this year, the continued good attendance at meetings leads us to believe that we have achieved a formula that is pleasing to the majority of members.

Undoubtedly the most popular evenings this year, were those staged by the Film Group, to whom our thanks must go for the considerable effort that they have put into providing a programme that will appeal to the packed houses that we inevitably have when they provide the syllabus item.

Thanks are also in order to Ray Bruce as our other regular performer. Ray has continued to provide most meetings with an interesting selection of Archives Slides. Special thanks also must go to Mr. John Buckland, who has made his Slide Collection available, so that Ray can continue his presentations.

On the other hand the Slide Competition has fluctuated considerably this year. The number of entrants in monthly competitions has varied widely and although in total there have been a considerable number of entrants, only a few members have consistently entered each month.

Congratulations must go to Frank Londey who was able to win the annual competition with 32 points; and to Steve Bucton, who was the winner of the December Winners Competition.

In conclusion we would like to ask for feed back from members. What would you like to hear about at Entertainment Meetings? What type of Slide Competition Topics would tempt you to enter?

Syllabus items for Entertainments Meetings for 1981-82

1981	May	Travel on the Trans Siberian Railway
	June	Cancelled due to S.E.C.
	July	(A.G.M.) D. Potts, Narrow Gauge in South Australia.
	Aug.	Mr. A. S. Reiher, Chairman VicRail.
	Sept.	Auction Night.
	Oct.	Film Group.
	Nov.	Mr. J. Fraser, Australian Railways Union.
	Dec.	Annual Film Night.
1982	Jan.	E. Pretty for D. Potts, W.A. Tour.
	Feb.	Dr. W. Brookes, Railways in Canada.
	Mar.	Film Group.
	Apr.	Mr. J. Belwood, C.M.E., National Railway Museum York.

FILM GROUP

Trends

At any point in the development of an activity comes the time when it seems appropriate to re-think its aims and directions. The impetus for this can come from external pressures or from within: the attitudes of the people involved. In the case of the Film Group, it's surprising that after eighteen years of operations it has been still following a course of action that would have been recognisable to the Group's founders. However, the past year has seen a marked re-think, inspired both by internal and external influences. The continuing problem of finding suitable members in the Society to help run sub-committees like the Film Group and the decision to reduce costs by omitting most screenings not held at the National Mutual Theatrette has forced the Film Group to reduce its "exhibition" activities. This will mean, apart from outside displays and promotions that film screenings in the future will probably average only three or so a year plus the Annual Film Night.

Concurrent with this, the recent drastic reduction in the size of the Film Group has left the control of activities in the hands of a film production-oriented committee. Consequently a stepped-up programme of film making has been accepted and this will, hopefully, see the production arm of the Group making an increasingly significant contribution to recording on film the history and progress of rail transport in Australia.

Screenings

The past year has seen excellent support from members for screenings. At times, near capacity houses have proved a great encouragement for the work involved in locating films and preparing programmes.

Highlights of the screening programme always involve personal preferences or favourites but high points stand out. One of these each year is the presentation of the Stan Flattely Memorial Commpetition and the features screened during the year. More about the former later.

1981-82 provided a valuable chance to renew old memories with several film classics: like *The Railway Children*. Thanks to Mr. Gordon McClelland we were able to obtain the last 35 mm print and therefore do justice to the superb colour photography of operations on the Keighley and Worth Valley Line on which the feature was filmed.

Equally memorable was the screening of the immortal Will Hay comedy: *Oh! Mr. Porter.* This rare print was screened before a capacity audience. It would be hard to forget the many comedy highlights: how to shunt at Buggleskelly (in theory first with matchboxes, snuff boxes, etc.) and then in disastrous practice: the rollingstock ending up in the adjacent quarry! Or the washing line tangled with the locomotive and the gun runners' excursion train!

The colour version of Alan Pegler's 40th Anniversary of *Flying Scotsman* was a memorable visual experience; as was the super 35 mm print of *RH & DR*(Romney Hythe and Dymchurch Railway) and the long overdue revival of Alec Guiness' classic Ealing comedy: *The Ladykillers* at the Annual Film Night.

Thanks are due to projectionists, film distributors and all who helped in the acquisition of film and operation of screenings.

Production

The already-mentioned increased impetus has been mirrored in the added drive that has been given to expediting production schedules.

Two new films have been released during the year: *Coals to Newcastle* was produced by Roger Seccombe's company Coora Films for the Film Group and *A Century Preserved* was produced by the Film Group production unit, a new film on the North Williamstown Museum.

Current production has been stepped up too. At short notice the production team was called in to shoot film of the visit to Melbourne of the *Rocket* replica. With a tight schedule and minimal crew this was achieved, augmenting the two man team of Roger Seccombe and Jerry Smidt with Jerry's wife and Roger's professional sound recordist to record sound on the "shoot". Now, with much burning of the midnight oil on post-production work, the film (titled *Rocket*) has become the official record of the event for the Society, VicRail and TNT.

Also virtually completed is another new film being produced by Coora Films for the Film Group: *K Action,* a dramatic tribute in picture and synchronised sound to the K class consolidation loco.

Another project is being developed on early signal boxes. Already footage has been shot around the City boxes and more is planned to obtain a coverage of significant country boxes. The film is going under the working title of *Setting the Road.*

Archives

From the earliest years, the development of a motion picture archive has been maintained as a high priority. The past eighteen years has seen the Archive grow from a collection of a half dozen or so films totalling some 2,000 feet to a complex, multi-purpose archive comprising camera original

footage, sound tracks, release prints, archive copies and a collection of stock footage, covering 35 mm, 16 mm and 8 mm gauges.

Footages now total approximately 12,000 feet on 35 mm, 50,000 feet of 16 mm and a small but growing collection on both standard and super 8 mm, while the Archive is in the process of acquiring its first items on videotape where no film copies are available.

During the past year several valuable additions to the Archive have been made, including new Film Group productions, a television film on the K class trip to Adelaide, some very historic 35 mm newsreel on South Australian dual gauge, film of the last Healesville steam trips and, after long searching, a print of the complete two reel version of the famous film of *Spirit of Progress*.

Stan Flattely Memorial Film Competition

The 1981 Competition revealed a range of excellent film making from railway film producers. A worthwhile standard was achieved and the judges commented most favourably on the winning entries:

The first prize went to Brian Witte from Queensland for his film *They're all steamed up in Austria.* It proved a well constructed and colourful rail tour of Austria. the Film Group award for creative excellence went to David Crawford's *Garratt 9 to 5.* The hit song of Sheena Easton provided the basis for this beautifully filmed essay on the Canberra Garratt. An Award of Merit was made to *Railway Crossings* by Frank Fay for an imaginatively constructed impression of Melbourne crossings. In recognition of the dedicated work of Bob Bishop in promoting archival film an Encouragement Award was made for his film *The St. Kilda Railway — A Comparison* (between past and present operations on the line).

A big "thank you" is offered to all who entered the competition with a special plea for earlier film makers to enter in future and new blood be injected in 1982. Most of all, a special word of gratitude to Mrs. Flattely for her continuing involvement, financial support and enthusiasm in the running of this premiere competition.

Film Sales and Distribution

With more effort made on publicising sales some useful ones were made during the year of copies of Film Group releases. The continued addition of new titles to the sales list is also a boost to encourage members to purchase copies of films as they become available.

The film lending library continues to operate bu due to lack of manpower its turnover in hirings is restricted. Operation of a full-scale library might be a worthwhile scheme but is out-of-the-question with present manpower.

Another area of sales is returning revenue to the Society: sales of rights and royalties for the use of film from the Archive in outside productions. A small but regular stream of inquiries is received for the provision of footage in both film and television productions. Recent and current inquiries include the Australian Broadcasting Commission for the sales of film royalites.

PUBLICATIONS

This year has seen considerable reorganisation and behind the scenes work, that although it has yet to produce much tangible result, should result in a Publications Committee that is able to operate with greater efficiency and continuity.

During the year we were able to produce and launch *Steam's Last Decade* by Keith Turton. Keith and all of the production team are to be congratulated on a highly successful effort that achieved a high standard.

The 1982 *A.R.H.S. Calendar* was again produced by Barry Eadie and in it Barry has maintained the high standard set in 1981 and consolidated the place we have established in the Rail Calendar market. We can also report that the 1983 *A.R.H.S. Calendar* is well under way.

There are a considerable number of other publications in the pipeline; but due to the inevitable manpower shortages that were outlined in the 1980-81 report and of which readers of the Members Newsletter would be aware; these are still to see the light of day.

Regretably during the year Barry Eadie resigned from the Committee due to the pressure of his many other commitments and in order to place greater concentration on the production of material for this committee. Barry's years of service are to be commended and both his considerable knowhow and tireless efforts are sadly missed.

This Committee still however looks to the support of all members to help us overcome the problems outlined above and we look forward to a more productive year in 1982-83.

ROLLINGSTOCK

The Past ...

A.R.H.S. active interest in rollingstock preservation dates back to 1964 when the Council on learning that Parlor-Car *Yarra* was listed for scrapping approved expenditure of $1,601.50 to enable this historic vehicle to be retained and refitted for use on special trains. Built in 1906 and used together with sister car *Murray* on the *Sydney Limited,* until displacement in 1937 by the introduction of the *Spirit of Progress, Yarra* had been stripped internally to enable it to be utilised as a class room for VR employees. *Murray,* in poor condition was crushed into oblivion.

The Carriage Preservation Committee as it was originally named was established in April 1967 to recommend and restore significantly historic passenger rollingstock for retention in running condition. To encompass broader responsibilities the name was amended to Rollingstock Committee in 1974. The following vehicles were progressively retained:

No. 45ABL: Composite first and second class, non-vestibuled, side corridor, compartment country carriage built at Newport Workshops in 1901. Allocated to A.R.H.S. 29.6.67. Fifty eight ABLs were constructed between 1899 and 1903. They played an important part on branch line passenger, mixed and car-goods services until the mid-1960s. Two were specially adapted for use on Mildura trains. No. 45ABL has a second class end-saloon with slatted wooden seats. The first class section was noted for beautiful french polished dark wood work and black leather seats. When transferred from Spencer Street to Newport Workshops in mid-1967 it only required replacement of 10 window panes, cleaning and minor repairs to make it trafficable. The car was given a light paint by first year VR apprentices in preparation for its first trip to Euroa on October 1. This did not eventuate due to what was to be the first of many breakdowns in communications with the VR who removed all the second class seats for installation in 12BL *Enterprise* which was undergoing restoration for the A.R.E. at the same time. It was then decided that No. 45ABL warranted a thorough restoration job and it was transferred to the Railway Museum and later to the Newport Oil Store Sidings. After 2500 volunteer man-hours of meticulous work out in open storage the project had to be abandoned due to an impossible war with vandals. Today No. 45ABL survives in derilict condition at the *Steamrail* Depot awaiting a final decision as to its future. Apart from this major disillusionment one thing that will haunt the dedicated preservationists to their graves (and perhaps eventually those responsible for imposing it) was the demand made by the VR that the Society pay $480 Maintenance Charges for the years 1972-73 on the carriage which had not been used in 6 years and was being restored at A.R.H.S. expense.

12BT: Built at Newport in 1891 as a steam hauled swing-door, compartment "dogbox" car. Subsequently lengthened and converted to a multiple unit trailer car for the Melbourne Suburban Electrification (1919) noted for ornate exterior wooden panelling architecture. Allocated to A.R.H.S. 29.6.67 and scheduled for withdrawal from regular traffic the same month. Seemingly indispensible, 12BT continued in service until 1973. Was used on multiple unit and loco hauled specials prior to withdrawal. Vandalised at Newport. Awaiting restoration at *Steamrail* Depot.

13BT: Identical twin sister of 12BT. Allocated to A.R.H.S. 29.6.67. Following confirmation of a substantial structural defect during the "Doggies" to Warragul via Graham tour in June 1968 it was decided to release this car in exchange for a driver trailer. Scrapped Newport 1974.

24D: Suburban electric swing-door, compartment driver trailer. Allocated to A.R.H.S. 1974. Severely damaged wooden body and steel underframe in railway shunting accident at *Steamrail* Depot, August 1981. Appears to be beyond economical repair. Remote possibility it may be replaced by 32D which has a suspect frame and was obtained as a source of spare parts.

107M: Suburban electric swing-door, compartment motor carriage. Allocated to A.R.H.S. - A.R.E. 1974. After more than a thousand hours of volunteer restoration by ElecRail 107M was extensively damaged in the August accident. Now undergoing major repairs including rebuilding driver's end. The high quality of workmanship going into this project will make 107M a piece de resistance when completed.

137M: Suburban electric swing-door, compartment motor carriage. Allocated to A.R.H.S. - A.R.E. 1974. Stored at *Steamrail* Depot awaiting restoration.

Sundry Stock: During the Committee's existance a close liaison has been maintained with the Railway Museum in regard to rollingstock acquisitions. In 1975, 77WW Workmens' Sleeper then at St. Arnaud for the relaying of the Mildura line was allocated to the Museum. Originally built at 76AB composite first and second class compartment carriage in 1887 for the opening of through services between Melbourne and Adelaide it is proposed that this unique bogie vehicle be restored as an additional carriage for the *Veteran Train* consist. 76AB will then be used for the Centenary of the Inter-Colonial Express in 1987. The Mansard Roof was recently recanvassed in a joint effort by

Museum and Rollingstock volunteers. 1HW (original) set aside a decade ago has vanished without any trace of its demise. 1HW consisted of two former 6 wheel horseboxes mounted on a bogie underframe and used as a sleeper van on the Weedex Train until superseded by the present 1HW a former AE carriage.

The Future ...

After an exciting and rewarding beginning back in 1967 subsequent frustrations have made sad reading in most Annual Reports. Upon reflection, the long repeated comment has been, and always will be, 'If only ... the Department's attitude had been different ... If only a secure and roofed area had been made available ... Victoria would have had one of the best collections of restored carriages in the world". Alas, now 15 years later there is little tangible evidence of A.R.H.S. labours in carriage preservation. However, in making that statement it should be remembered that A.R.H.S. Rollingstock Committee members and helpers played an important part in the Vintage Train Restoration Project begun in 1973 and repainting of Vintage stock during 1980-81 plus assistance with other worthwhile preservation jobs.

ElecRail, a department of *Steamrail* was formed in December 1980 to co-ordinate electric train preservation. The A.R.H.S. has made available on permanent loan to ElecRail its equity in 12BT, 24D, 32D, 107M and 137M. *Steamrail* has the responsibility of retaining country carriages for use on enthusiast tours. In these days of changed circumstances there is no longer the need for a separate A.R.H.S. Rollingstock Committee. Accordingly, the Committee will be disbanded at the conclusion of the 1981-82 Society Year. This does not mean that its members will lapse into degenerative inactivity. To the contrary, they will continue to liaise and work closely with the Museum which now has become custodian of *Yarra*. After 18 years out in the open it is essential that this most valuable carriage is provided with a roof over its head if it is to be retained for posterity. Until this is achieved, major restoration work on *Yarra* will be wasted effort. There is a need to limit tonnage behind retained medium powered steam and the imposition of a 95 km/h speed restriction on *Yarra* in 1973 has caused a reluctance to use it even on diesel hauled tours. Whereas previously the Parlor-Car had been attached to as many as 15 trains a year, it has not been used at all in some recent years. From the preservationist point of view this attitude should be reviewed. Committee members already deeply involved through ElecRail with "Doggie" restoration are looking forward to assisting the Museum restore the Mansard Roof Car 76AB. There is also the need to repaint Historial Display Car 30AV which was converted from passenger accommodation at considerable cost in 1973. The restrictive 20 mph speed limit imposed on this vehicle has prevented its use even on goods trains to country centenaries in recent years. Hopefully this obstacle can be overcome by fitting replacement bogies from about-to-be-scrapped 'PL' cars.

As an era of A.R.H.S. carriage preservation draws to a close, the Committee, Kevin Clark, Tom Clark, Don Potts (Foundation Members 1967-82), Peter Donald (1975-82) and John Barnes (1975-76) wish to sincerely thank those good people who have assisted and shared with them in their work over the past 15 years. Perhaps, one day, the Committee Meeting Minutes may well become a best-seller to generate funds for further preservation projects! Goodbye!

ARCHIVES

1981-82 has been a year of steady growth for Archives; a number of donations of books, documents, photographs and papers have been received and absorbed into the files.

The Committee has been augmented by the appointment of Mr. B. Herbert.

Attendances on Tuesday open nights at the Windsor station rooms has remained high for the year and, over the last four months an average of 19 visitors per night has been recorded.

Application has been made for the use of part of the adjacent ticket room at Windsor to cope with the increased pressure on Archival accommodation for both material and visitors convenience.

Photographs were featured again at this years A.M.R.A. exhibition at the Camberwell Civic Center and, for the first time an interesting selection of railway tickets was displayed.

Acknowledgement and appreciation is here recorded for the help of volunteers in the sorting of tickets by Mr. Michael Symon, the indexing of locomotive drawings by Mr. Gary Scott and the repair of drawings and diagrams by Mr. Warren Dunn.

Since they were first introduced in April 1979 color slides from the Archives collection have been shown at the monthly entertainment meetings and now, as most of the 1200 slides in the collection have been shown, Mr. John Buckland has generously offered the use of his collection so that the showing of general interest slides may continue.

NEWSRAIL

This annual report covers the period commencing with the May issue and finishing with the April issue, 1981-1982.

A new position of Tours Editor has recently been created and it is anticipated that tours summaries will begin to appear regularly in the coming year.

The preceeding twelve months has seen the material available for the News Items section in Newsrail fluctuate considerably and it has not always been easy to achieve a proper "balance" of news items. The Editor's aim has been to publish as much as reasonably practical with a view to encouraging correspondents to forward material for consideration, but at the same time it cannot be guaranteed that the story will always be used. The last few months have seen a steady inflow of material and it is encouraging to see reports from new correspondents. The regular "newshounds" continue to forward items, most of which are used, although not always in the presented form.

Articles have continued to be submitted on a regular basis. In an attempt to clarify editorial policy, Geoff Bainbridge has been appointed *Bulletin* Co-ordinator and it may be that some contributors will be asked in the future if they would be happy for a particular article to be published in the *Bulletin* instead of our magazine.

Insofar as Layout and Production are concerned, the last year has been one of mixed fortunes. Pictorial wise, we have tried to give the biggest cover possible and while there has been quite a good level of photographs coming in, there is still a lot of locations around the State that we do not see.

A major area that we see very little of on film is Works. This is a major part of the railway scene and should not be overlooked. Next time you are out shooting trains and see any Works being done, one photograph is a cheap price for the recording of history. At the time of writing this report we have been directed by Council not to use any more colour covers due to the high cost involved, although we hope to rectify this shortly.

The Advertising section has continued to grow in size, despite the increase in charges associated with this section. Regular appearances of The Railfan Shop, Hylands, Ansett Airlines and the Model Railway group of three, have enabled us for the first time to receive a regular income from advertising. With the continuation of these advertisements and the likelihood of others in the next year, the advertising section will maintain a consistent source of revenue for the magazine. Finally we would like to thank Ansett Airlines for their support to the magazine over the last two years.

The Committee will continue to battle against rising costs and looks forward to bringing the news to Society members in the coming year.

LIBRARY

After laying dormant for a couple of years the Library has been revived and is now in the process of being brought up to a standard suitable for members to be able to borrow books. It is also proposed that the large collection of magazines held in the Library will be bound and will also be available for members to borrow as they become available.

Members are reminded that the Library is always looking for donations of books of railway interest to increase the selection available for members to borrow.

RECORDING GROUP

The last year is one involving a number of hiccups to our group.

The new twin record *Steam under the Southern Cross* — a selection of recordings from all over Australia, has had a major set back with the closing down of Astor Records, whilst the master tapes were actually at the factory ready for production.

It was hoped that another company was going to buy the whole record factory and continue production — but that was not to be.

So, currently we are negotiating with a record company in Sydney to do our productions in the future, and if this works out, the new production will be on the shelves later this year.

Our 1979 Annual Report mentioned the need to build up our K class collection more — and this has been achieved to a fair degree by a new member, Michael Etherton, who has also done a great deal of other recording work in N.S.W. and A.C.T.

It's great to see our recorders turning a wheel again.

We still aim to re-release some of the older discs in the future, such as *Westward Ho,* cassettes of *Steam on the Five Foot Three* and *Souvenirs in Steam* — but this largely depends on our success with the Sydney record companies.

SALES DEPARTMENT

The release of the long awaited *Steam's Last Decade* was the definite highpoint of our activities this financial year. The pre-publication offer was successful, bringing in over 400 orders which were despatched within a few weeks of supplies becoming available and although we had not planned hand delivery to any extent this time, the postal strike forced more work in this regard to ensure local people were not inconvenienced. Unfortunately we could not control the situation for country and interstate orders.

The publicity received in the *Sun* soon after publication brought many more enquiries and gave wholesale sales a great boost to the extent that this publication has paid for itself already.

Our 1982 Calendar virtually sold out and now has become an acknowledged leader in its field. The national character of the Calendar makes it very popular with interstate Divisions of our Society. We are very grateful for their support and our production will continue for 1983 with only a small price increase which is important in a very competitive field.

Record production received a severe setback with the closure of Astor Records in Melbourne; to the end of the financial year we had been unable to arrange an alternative supplier in Sydney. Currently we are out of stock of some lines and short on others and, of course, we have not made much further progress on the National Record.

During the year stocks were exhausted of *Victorian Steam,* a popular pictorial production of some years back and the *Gheringhap Maroona Lineside Guide* of much older vintage.

We were able to contain stock holdings to a reasonable level despite the addition of *Steam's Last Decade.* Particularly pleasing were the sales of back issues of *Newsrail* at both wholesale and retail levels, resulting in only a 5% increase, although stocks of 1981/82 issues represent 16.8% of the stock holding.

Sales on tours and meeting nights were not large contributers to revenue this year; in fact, the latter was extremely disappointing. Our display at A.M.R.A. this year produced record turnover of almost $3,000.

For most of the year administration was a single handed effort but in March we extended a warm welcome to George Gregson, who has now taken over preparation and supervision of sales at meeting nights and on tours to considerably lessen the managerial load.

I have been grateful for the willingness of Jim and Betty Beggs, Ian and Beryl Lornie, Fred Knuckey and others to assist when required behind the counter.

EXHIBITIONS

This year the Society participated in the A.M.R.A. Exhibition held at the Camberwell Civic Centre over the Labour Day long weekend. The Society's exhibit, which has consisted of a tunnel format for a number of years, was totally changed and replaced with a station layout, which miraculously changed its name from "Box Hill" to "White City" half way through the exhibition.

However, the name change did not change the popularity of the Society's exhibit and large crowds were the order of the day during the four days the exhibition runs. Many thanks to those many people who gave up their weekend to assist, as well as the many people behind the scenes who made the Society's participation possible.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

We have examined the Balance Sheet of the Australian Historical Society — Victorian Division as at 30th April, 1982 and the Income with Expenditure Statement for the year ended on that date.

As an audit procedure it was not practical to extend our examination of income and receipts beyond the accounting for amounts received as shown by the books and records of the Society.

1. Subject to this reservation, in our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the Society's affairs at 30th April, 1982 and of the surplus for the year ended on that date.
2. As required by the Companies (Victoria) Code we report as follows:
   In our opinion
   (a) the attached accounts are properly drawn up:
      (i) so as to give a true and fair view of the matters required by Section 269 to be dealt with in the accounts; and
      (ii) in accordance with provisions of that Code.
   (b) the accounting records and other records, and the registers, required by that Act to be kept by the Society have been properly kept in accordance with the provisions of that Code.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 26th July, 1982.

By its Partner,
R. A. Berry

AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION YEAR ENDED 30th APRIL, 1982 ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1982 and in accordance with Section 270 of the Companies (Victoria) Code report as follows:

(a) Directors in office as at the date of this report are

Mr. E. J. Hogan	Mr. P. Jeeves
Mr. E. W. Pretty	Mr. I. V. Jenkin
Mr. N. A. Pearson	Mr. P. D. Keen
Mr. A. E. Sell	Mr. G. A. Peterson
Mr. R. G. Bramley	Mr. G. J. Precious
Mr. F. J. Beggs	

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $11,340.25.

(d) The following amounts were tranferred to reserves or provisions during the financial year.

Provision for Depreciation of Furniture and Equipment	$1884
Provision for Depreciation of Rollingstock Exhibits	$211
Provision for Doubtful Debts	$1000

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

ANNUAL REPORT OF THE DIRECTORS (Continued)

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets [other than those mentioned in paragraph (g)] were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the ne succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

E. J. Hogan, Director

Dated at Melbourne this 26th day of July, 1982. R. G. Bramley, Director

STATEMENT BY DIRECTORS

We, Eldon John Hogan and Robert George Bramley, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors:

(i) That in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1982 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1982.

(ii) There are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

E. J. Hogan, Director

Dated at Melbourne this 26th day of July, 1982 R. G. Bramley, Director

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1982

1981				1982
	SOCIETY FUNDS			
28623	Accumulated Fund			$30,886.27
52466	Museum Preservation Fund			53,016.21
147	Steam Preservation Fund			147.62
598	Carriage Preservation Fund			638.74
	Museum Building Fund			3,665.66
	Loan — Museum Tour Surplus 1981/82			4,800.13
81814				$93,154.63
	These Funds are represented by:			
	CURRENT ASSETS			
7290	C.B.A. — General Account			2,260.90
7530	C.B.A. — Museum Account			3,854.93
	C.S.B. — Investment Account			942.96
	C.S.B. Museum Investment Account			6,496.03
	C.S.B. Musuem Imprest Account			501.57
79	Bank of New Zealand			21.09
				14,077.48
5798	Debtors — Trade	6,725.03		
	less unallocated	17.20		
	less provision for doubtful debts	1,000.00		
			5,707.83	
20	Deposits		20.00	
31273	Stock on Hand			
	Sales		28,330.79	
	Museum		5,879.00	
	Pre-paid purchases		328.00	
529	Tour Expenses paid in advance		—	
				40,265.62
52519				$54,343.10
	LESS			
	CURRENT LIABILITIES			
8569	Creditors — Trade		19,468.47	
4936	Tour receipts in advance		2,880.40	
	Provision for Tour rebate		198.00	
66	Subscription in advance		—	
				22,546.87
13571				$31,796.23
	PLUS INVESTMENTS			
12234	Commonwealth Special Bonds (at cost)			
	Museum Investments			
	State Government — M.M.B.W.		875.43	
	State Government — S.E.C.		2,582.68	
	Capel Court at Call		12,000.00	
	General			
	Lombards at Call		10,000.00	
	Capel Court		6,000.00	
				31,458.11
	PLUS FIXED ASSETS			
	Library Furniture and Equipment —			
1495	At Council Valuation 17.7.67		1,495.38	
10279	At Cost		15,575.39	
5296	Plus Additions (at cost)		1,362.55	
17070			18,433.32	
	Less			
6917	Provision for Depreciation		8,801.03	
10153				9,632.29
	Museum Rollingstock Exhibits —			
18450	At Council Valuation 18.12.78		18,450.00	
1870	At Cost		2,620.00	
750	Plus Additions (at cost)		—	
21070			21,070.00	
	Less			
591	Provision for Depreciation		802.00	
20479				20,268.00
81814				$93,154.63

CONTINGENT ASSET

Share of Orbost No. 2 Tour: $2,590.00
See "Notes to and forming part of accounts".

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION
SUPPLEMENTARY STATEMENTS

1981		1982
	ACCUMULATED FUNDS	
32425	Balance as at 30th April, 1981	28,622.89
	Plus Surplus for 1981/82	2,263.38
(2713)	Less Deficit for Year	—
(1089)	Less Profit from 1979/80 Ballarat Tour to Steamrail	—
28623	Balance as at 30th April, 1982	$30,886.27
	MUSEUM PRESERVATION FUND	
48384	Balance at at 30th April, 1981	52,445.13
3312	Plus Surplus for 1981/82	571.08
750	Plus Museum Rollingstock Exhibits Valued	—
52446	Balance as at 30th April, 1982	$53,016.21
	STEAM PRESERVATION FUND	
119	Balance as at 30th April, 1981	147.62
28	Plus Surplus for Year	—
147	Balance as at 30th April, 1982	$147.62
	CARRIAGE PRESERVATION FUND	
331	Balance as at 30th April, 1981	598.74
267	Plus Transfer from 'Yarra Car' Fund	40.00
598	Balance as at 30th April, 1982	$638.74
	MUSEUM BUILDING FUND	
	From Appropriation Account	3,665 66
	Balance as at 30th April, 1982	$3,665.66
	LOAN	
	Museum — Tour Surplus Share 1981/82 from Appropriation Account	4,800.13
	Balance as at 30th April, 1982	$4,80.13

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION
APPROPRIATION ACCOUNT

1981			1982
894	Surplus for Year		$12,340.25
	This Surplus has been apportioned as follows:		
	Provision for Doubtful Debts	1,000.00	
(2713)	Accumulated Fund	2,263.38	
3312	Museum Preservation Fund	571.08	
267	'Yarra Car' Fund	40.00	
	Loan — Museum Tour Surplus 1981/82	4,800.13	
	Museum Building Fund	3,665.66	
28	Steam Preservation Fund	—	
894			$12,340.25

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR THE YEAR ENDED 30th APRIL, 1982

1981					1982
	INCOME				
6799	Membership Subscriptions				6,940.66
318	Enrolment Fees				291.00
1043	Interest Received				1,264.76
350	Library Fees				2.00
3312	Surplus from Museum (see attached statement)				9,036.87
3256	Surplus from Tours (see attached statement)				5,106.14
3610	Surplus from Sales Department (see Note 2)				10,613.17
639	Surplus from 'Newsrail' (see Note 3)				467.86
769	Surplus from 'Bulletin' (see Note 4)				405.58
267	Surplus from 'Yarra Car' (see Note 5)				40.00
28	Surplus from Steam Preservation				—
20391					$34,168.04
	LESS EXPENDITURE				
	Direct Service to Members				
877	Meeting Expenses			1,206.29	
47	Depreciation/Library Books and Film			52.00	
206	Slide Competition			244.46	
123	Movie Film Competition			227.77	
66	Annual Film Night			164.55	
1719				1,895.07	
	Administration				
2290	Postage			159.68	
637	Telephone			408.73	
2095	Distribution and Mailing			4,507.84	
2529	Printing and Duplicating			1,901.84	
1963	Stationery			1,745.68	
918	Insurance			880.98	
700	Audit Fee			900.00	
476	Accountancy Fees			1,171.27	
48	Equipment Repairs			374.35	
752	Other Expenses			619.46	
764	Depreciation/Furniture and Equipment			1,156.00	
	Publicity			484.63	
	Share of Museum Submission to Government			500.00	
62	Federal Secretary's Expenses			—	
13234				14,810.46	
	Group Expenses				
292	Film Group		2101.72		
113	Depreciation		147.00		
—	Sales	1297.70			
—	Purchases	844.57	(453.13)		
405				1,795.59	
	Archives/Research		2224.85		
1545	Depreciation		168.00		
168	Sales	212.30			
	Purchases	84.07	(128.23)		
1713				2,264.62	
195	Recording Group		102.03		
37	Depreciation		37.00		
232				139.03	
				4,199.24	
	Other Expenses				
1676	Windsor Station Room Expenses		549.77		
918	Publicity/Exhibition		373.25		
2594				923.02	
19491					21,827.79
894	**SURPLUS FOR YEAR**				$12,340.25

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

MUSEUM INCOME & EXPENDITURE STATEMENT FOR YEAR ENDED 30th APRIL, 1982

1981				1982
	INCOME			
15139	Gate Donations			14,484.33
3523	Sales Surplus on Books (see Note 6)			2,662.96
2244	Interest Received			2,963.06
4835	Donations for Building Fund			3,665.66
	Loan from Tour Surplus			4,800.13
25741				$28,576.14
	LESS EXPENDITURE			
	Current Operations			
50	Security		162.00	
625	Electricity		640.94	
85	Rates and Rent		94.00	
1664	Administration		605.56	
840	Gate Keeper's Expenses		615.00	
631	Insurance		866.67	
955	Paint		1,243.30	
2429	Other Materials		2,623.20	
177	Equipment Repairs		45.02	
405	Donations		100.00	
315	Depreciation of Equipment		313.00	
	Submission to Government re Buildings		314.67	
757	Tickets Printing and Publicity		1,029.33	
8933			8,715.89	
	Major Works			
12882	Museum Exhibits Maintenance		10,425.58	
208	Depreciation of Rollingstock Exhibits		211.00	
406	Area Improvements		186.80	
13496			10,823.38	
22429				19,539.27
3312	**Net Surplus**			$9,036.87
	These funds are represented by:			
	Loan	4,800.13		
	Building Fund	3,665.66		
	Surplus	571.08		
			$9,036.87	

NOTES TO AND FORMING PART OF THE ACCOUNTS

Note 1

Summary of Significant Policies

Set out hereunder are the significant accounting policies adopted by the Society in the preparation of the accounts for the year ended 30th April, 1982.

Unless otherwise stated, such accounting policies were also adopted in the preceding accounting period.

(a) **Underlying Principles**

The accounts have been prepared in accordance with conventional historical cost principles and have not been adjusted to take account of either changes in the general purchasing power of the dollar of changes in the prices of specific assets.

(b) **Depreciation**

Depreciation is calculated on a straight line basis so as to write off the net cost of each fixed asset during its effective working life.

Where it has been impossible to determine the cost of an asset, the Council valuation has been used as the basis for calculating depreciation.

Additions are depreciated on a pro rata basis from the date of purchase.

The principal annual rates are:

Office Equipment	15.0%
Books	10.0%
Office Furniture	7.5%
Museum Rollingstock	1.0%

(c) **Stock Valuation**

All stocks are valued at the lower of cost or net realizable value.

(d) **Income Tax**

By virtue of its aim as set out in the Memorandum of Association the Society qualifies as an organization specifically exempted from ordinary income tax under Section 23 (g) (iii) of the Australian Income Tax Assessment Act.

(e) **Society Funds**

In order to ear-mark accumulated funds for specific purposes the Council allocates surpluses and deficiences arising from the various Society's activities over the funds detailed in the Balance Sheet.

The surplus for the year and the allocation over the funds is shown in the accounts.

(f) **Contingent Asset**

The Society was due for half share of the Orbost No. 2 Trip as tour profits for 1981/82 and at the time of preparing the accounts this was only estimated as it had not been received.

1981				1982
	(Note 2)	**Sales Department**		
29776		Sales		$41,489.42
		Less Cost of Goods Sold		
23563		Stock on Hand 30.4.81	24,761.80	
16870		Purchases	22,739.87	
8415		Transfers to Sales Department 'Newsrail'	9,310.90	
180		Transfers to Sales Department 'Bulletin'	463.30	
49028			57,275.87	
24762		Less Stock on Hand 30.4.82	28,330.79	
24266				28,945.08
5510		**Gross Profit**		12,544.34
		Less Expenses		
203		General Expenses	92.90	
639		Postage and Telephone	998.90	
129		Wrappings	167.05	
239		Electricity	200.83	
198		Rental	187.00	
255		Advertising	96.00	
191		Cartage	156.37	
33		Bad Debts	16.52	
11		Stationery	12.60	
2		Depreciation of Equipment	3.00	
1900				1,931.17
3610		**Net Surplus**		$10,613.17

	(Note 3)	**'Newsrail'**			
14546		Subscriptions			14,732.30
1832		Advertising			2,272.40
16378					17,004.70
		Less Cost of 'Newsrail'			
23494		Cost of Publication		25,629.45	
628		Other Expenses		210.29	
32		Depreciation of Equipment		8.00	
24154				25,847.74	
8415		Less 'Newsrail' transferred to Sales Department		9,310.90	
15739					16,536.84
639		**Net Surplus**			467.86
	(Note 4)	**'Bulletin'**			
7328		Subscriptions			7,466.75
		Less Cost of 'Bulletin'			
6739		Cost of Publication and Freight		7,524.47	
180		Less 'Bulletin' Tranferred to Sales Department		463.30	
6559					7,061.17
769		**Net Surplus**			$405.58
	(Note 5)	**'Yarra Car'**			
267		Income — Hire Fees			40.00
		Less Expenses			—
267		**Net Surplus**			$40.00
	(Note 6)	**Museum Sales of Books, etc.**			
6092		Sales			5,330.90
		Less Cost of Goods Sold			
1334		Stock on Hand 30.4.81		6,511.00	
7746		Purchases		2,035.94	
9080				8,546.94	
6511		Less Stock on Hand 30.4.82		5,879.00	
2569					2,667.94
3523		**Net Surplus**			$2,662.96
	(Note 7)	**Tours**			
		Western Australia	— Revenue	44,942.50	
			— Less Expenditure	40,237.85	
					4,704.65
		Yarram	— Revenue	5,800.40	
			— Less Expenditure	4,800.63	
					999.77
		Tram	— Revenue	596.20	
			— Less Expenditure	667.61	
					(71.41)
		Orbost	— Revenue	16,152.00	
			— Less Expenditure	13,812.00	
					2,340.00
		Avoca/Cressy	— Revenue	6,566.80	
			— Less Expenditure	5,592.46	
					974.34
		Tasmania	— Revenue	10,449.80	
			— Less Expenditure	10,693.85	
					(244.05)
		Oaklands	— Revenue	3,649.50	
			— Less Expenditure	3,081.75	
					567.75
		End of Year	— Revenue	616.00	
			— Less Expenditure	491.05	
					124.95
		Warragul	— Revenue	2,075.00	
			— Less Expenditure	1,486.20	
					588.80
					9,984.80
		Less Transferred to Museum			
		Loan from Tour Surplus		4,800.13	
		General Expenses		78.53	
					4,878.66
		Net Surplus			$5,106.14

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

OFFICE BEARERS 1981-82

Patron: A. S. Reiher.

Life Members:
J. Y. Harvey, J. C. Brough, M. H. W. Clarke (Deceased), J. E. Wilkie, A. C. Hill, E. Quinlan, C. Craig.

President: E. J. Hogan.

Vice-Presidents: N. A. Pearson, A. E. Sell.

Immediate Past President: E. W. Pretty.

Secretary: R. G. Bramley.

Treasurer: J. Ellams.*

Acting Treasurer: N. A. Pearson.*

Councillors: J. Beggs, P. Jeeves, I. Jenkin, P. Keen, G. Peterson, G. Precious.

Museum: Chairman/Works Supervisor: G. Precious.
Secretary: N. Pearson.†
Committee: P. Jones, J. Beggs, I. Lornie, E. Pretty, T. Clark, W. Dunn, P. Jeeves, G. Peterson, M. Hughes.

Museum Development: Chairman: J. Wilkie.
Members: A. Hill, N. Pearson,† G. Peterson, M. Hughes, E. Pretty.†

Tours: Chairman: S. Bucton.
Secretary: A. Sell.
Members: B. Payne, P. Keen,† S. Moore, D. Potts,* W. Banfield, R. Tralaggan.

Publications: Chairman: I. Jenkin.†
Members: B. Eadie,* M. de Josselin, E. Pretty, I. Cutter, T. Forshaw,* F. Londey, F. Stamford.
Advisors: J. A. Dare, R. Carlisle.

Newsrail: Convener: A. Ward.
News Editor: K. Wright.
Articles: G. Bainbridge.
Layout Production & Pictorial: B. Eadie.
Advertising: M. de Josselin.
Assistants: W. Hall, J. Dare, A. Sell,† R. Gorman.

Sales: Manager: E. Pretty.†
Assistants: G. Gregson,* P. Barry, G. Carmichael.

Archives: Secretary: R. Bruce.
Members: B. Herbert, E. Carew, R. Carlisle, G. Watt, D. Beardsell, P. Jeeves.†

Rollingstock: Chairman: D. Potts.
Museum Liaison: T. Clark.
Members: K. Clark, P. Donald, J. Beggs, P. Keen.†

Entertainment & Slide Competition:
Convener: I. Jenkin.†
Members: P. Keen, R. Bramley, V. Findlay, I. Lornie, A. Straffen, W. Banfield, L. Rickard.

Sound Recording: Convener: K. Buckland.
Members: F. Londey, G. Cornish, G. Peterson,† M. Etherton.
Advisor: C. Craig.

Finance Committee: Convener: J. Wilkie.
Members: N. Pearson,† E. Hogan, E. Pretty, J. Ellams.*

Film Group: Officer-in-Charge: R. Seccombe.
Members: D. Kidd, J. Ellams,* D. Milk, J. Smidt, I. Jenkin.†

Secretariat:
Membership Officer: Mrs. E. W. Pretty.
Printing: G. Carmichael.
Mailing Officer: Mrs. K. Wright.
MNL Editor/Mailout Co-ordinator: R. Bramley.
Federal Competitions: R. Bramley.
Honorary Legal Officer: A. Sell.
Public Relations: D. Potts, W. Rapley.
Exhibitions: R. Bramley.

Social Committee: Mesdames Beggs, Lornie and Jenkin. Mr. J. Beggs.†

Curator of Rented Premises: J. Beggs.†

G.S.P.S. Representatives: G. Precious.
Alternatives: N. Pearson, A. Sell.

Steamrail Victoria Ltd.:
A. Sell, P. Keen, E. Hogan.
Alternatives: S. Bucton, J. Beggs, M. Hill.

Library: Librarian: D. Palmer.
Assistants: P. Churchley, M. Martin, R. Dewsbury, R. Bramley.†

*Part year only.

†Council Liaison.

FRONT COVER: Memorable highlight of the A.H.R.S. W.A. Tour '81 was 303 km of travel behind former Great Western 4-6-0, "Pendennis Castle" seen here hauling three ex NSWGR, FS cars at Emu Loop on the Hammersley Iron railway, 27.9.81. (Photo John Dare)

Australian Railway Historical Society

VICTORIAN DIVISION

(Incorporated in Victoria)

ANNUAL REPORT AND FINANCIAL STATEMENT FOR THE YEAR ENDING 30th APRIL, 1983

PRESIDENT'S REPORT

Towards the end of April, our Society's 50th Anniversary Celebrations commenced in Sydney with a National Conference at the Power House Museum, attended by delegates from all divisions, followed by an Anniversary Dinner in the Refectory, University of Sydney. This historic building was filled to capacity by members and friends honouring our Society; definitely a night to remember. A day trip to South Maitland Railway, Seminars and visits to the Sydney Signal box took up the rest of the long weekend. Our sincere appreciation to our friends in the New South Wales Division who worked so hard to ensure the weekend was successful.

Our own celebrations took place at the April Meeting, with a review of our history by Jim Brough and the premiere of *Rail Mania;* supper was enjoyed by the large crowd in attendance.

The various reports appearing in our Annual Report this year reflect much hard work by members willing to employ their skills and time in furthering the Society's aims.

The Publications and Library Committees have been engaged in work behind the scenes, preparing future publications and working toward a re-opening of the Library later in 1983. The relative failure of *Preserved Engines in Steam* to sell is in no way the fault of the Committee — we are perhaps too impatient, as in the long term the product will sell, but in the short term, embarrassment is caused in the Sales Department by increased stock holdings.

Our meeting nights have been well attended and have produced some memorable evenings; particularly I remember Peter Keen, called in at very short notice, presented an excellent slide programme and commentary on Railways in South Africa, which he had just visited; also John Hearsch, on Developments in Country Passenger Services, which would have continued till a very late hour if questions had not been terminated.

The Film Group continues to impress with their professional approach to their task. The film on *Rocket's* visit to Melbourne and more recently, *Rail Mania* are really excellent productions and represent many hours of hard work.

The attendance on Tuesday nights at the Archives in indicative of much interest in research and plain good fellowship which this committee seems to engender under the friendly guiding hand of Ray Bruce.

Probably the Museum's finest achievement this year has been the external restoration of *Yarra* car. I am sure that all who have travelled in the car since, or have observed it closely, will agree the effort of Peter Jones and his helpers is worthy of the highest praise. We were very much indebted to "Steam Age Aust. Pty. Ltd." for their co-operation during the restoration.

A decision by Council to cease including the periodical Steamrail newsletter to members who have nominated to receive it through our Society after December, 1983, has generated much emotional comment, even to the extent that we are not supporting Steamrail; indeed, nothing could be further

from the truth. A small majority on Council believes that Steamrail members (over 800) deserve a regular newsletter direct from their own Society and not fall victim to the closing dates for Society mailouts.

Furthermore, we were acting completely within our rights as the original agreement allowed for such a move. It seems to others and myself that most criticism is uninformed and members would do well, in my opinion, to ponder anew and, hopefully, arrive at the realisation that our move was sensible after all.

SECRETARY'S REPORT

The following are the comparative Membership figures for the 1981/82 and 1982/83 Financial years.

	1981/82	1982/83
Renewals	1076	1113
New Members	99	124
Total Membership	1175	1237
Bulletin Subscriptions	840	856
Newsrail Subscriptions	1382	1466

For the fifth year in succession the membership figures have shown an increase over the previous year. One thing being shown by the figures above and over other years has been the markedly large number of members we retain each year despite the necessary increase in membership fees.

The Society Workforce is still slowly increasing, but as always there is plenty to do if you should decide that you now have time available to you.

A great shock to the Society was the recent death of Geoff Bainbridge, our sympathies have been extended to his family.

Council has been able to hold its meetings to once a month, most start at 6.45 p.m. and finish at around 11.30 p.m. During the course of discussions many subject matters are raised and it is a credit to the Councillors that they are able to concentrate on these diverse subjects. Naturally, as I said last year, discussions do at times become heated, but in most cases not unfriendly.

National Conference

The National Conference took place over the Anzac Weekend in April, and was a credit to the organising Division, N.S.W. Many subjects of mutual interest were discussed and decisions reached, which it is hoped will guide the Society for many of its next 50 years.

National Competitions

The National Competitions were raised and discussed at length by Conference delegates. Results of these discussions, after being approved by all the Divisions, will be announced as soon as they are finalised, however some big changes should be apparent within the next six to eight months.

General

With this the end of my eighth year as Secretary of the Society I can honestly say that the job is not getting any easier. Each year that I have been here there is some new challenge. One challenge that never goes away is the challenge of trying to get Society business done during one's lunch hour, or sitting at the typewriter until late in the evening trying to have something finished on time. It sometimes gets one down, but not for long.

TREASURER'S REPORT

Compared to last year the Society's financial performance was not as successful. There is primarily three major reasons for this. The Sales Department had a drop in sales volume during the past year. The Tour surplus appears to be good, however $2592 relates to the Orborst tour run in 1981/82. Also during this year the Society incurred a number of once only expenses.

Once again the Museum finished the year with a good surplus after allowing for $11,144 spent on major works. It is anticipated in the very near future $5000 will be spent on T94. Also there is still some money to be spent on the *Yarra Car.*

Due to significant increases in the cost of servicing members it was necessary to increase the membership fees for 1983/84. The reduction in size and change in the format of the financial statement was due to the cost of the annual report rising at an alarming rate.

Overall tight control over the Society's expenses has been maintained via the Finance Committee under the leadership of Mr. J. Wilkie. My thanks must go to Mr. B. Comport (Brighton Management Services) for his services and advice during the year.

PUBLICATIONS

It is pleasing to report that in the last 12 months some progress has been made, due to the hard work of a number of Committee members.

At long last it was possible to produce *Preserved Engines in Steam* and congratulations should go to Robert Carlisle and all those who have been associated with it over the years.

Once again Barry Eadie was responsible for the production of the A.R.H.S. Calendar for 1983; and he should be complimented for the high standard he consistently has achieved.

Committee members Peter Silva and Frank Londey have devoted long hours to archival research for future publications and it is hoped that in the next 12 months we should see the republication of an enlarged edition of the Victorian Division's first book publication *Speed Limit 20.*

The Committee has addressed itself to two major problems during this year. Firstly the lack of an established Research Group within the Society that could encourage research and produce material for publication. Council is taking action to rectify this matter.

Secondly the lack of any market information, concerning the type of publications that members are interested in or would like to see published. To fill this

gap the Committee intends to conduct a market survey in the near future and to gather relevant sales information.

In this and in publications matters generally this Committee looks to the support of all members, both in the provision of ideas and material for publication and in the support of the sale of our own publications.

ENTERTAINMENTS AND SLIDE COMPETITION

For the past year this Committee is pleased to be able to report that yet another successful series of Entertainment Meetings have been conducted. Attendances have grown during the year, with a considerable number of new members becoming regular attenders.

Once again the highlights have been the screenings staged by the A.R.H.S. Film Group, which continue to produce capacity audiences. Great credit should be given to Roger Seccombe for his work in seeking out and obtaining prints of new and interesting railway films for these showings.

Equally Ray Bruce has regularly provided an interesting selection of archive slides from the Society and the John Buckland collections, that has become a much looked forward to feature of most meetings.

It is also pleasing to report that the Slide Competition has seen a considerable resurgence of interest in recent months. Numbers of entries continue to increase and many new entrants are submitting their slides to the competition.

Congratulations should go to Michael Schrader who won the 1982 competition by a wide margin with an aggregate total of 38 points. Congratulations also to Frank Londey who was the winner of the December winners competition.

Special mention should also be made of the last meeting for the period under review; when we celebrated the 50th Anniversary of our Society, with the release of a Film Group production about the A.R.H.S. entitled *Rail Mania* and with a Party supper provided by the Society Social Committee.

In conclusion special thanks should be given to Derek Tucker of the National Mutual and his staff, who have continued to provide their usual friendly and co-operative service, that has enabled so many of our evenings to run smoothly.

Syllabus Items for Entertainments Meetings for 1982-83

1982	May	F. Stamford, Light Railways.
	June	J. Hearsch, New Country Timetables.
	July	(A.G.M.) Film Group Archive Film
	Aug.	S.N.C.F. slides on the T.G.V.
	Sept.	P. Keen, Railways in South Africa.
	Oct.	Film Group.
	Nov.	Preservation Night, P.B.P.S./A.R.H.S. Museum.
	Dec.	Annual Film Night.
1983	Jan.	M. Schrader, Railway Photography.
	Feb.	J. Hearsch, Developments in Country Passenger Services
	Mar.	Film Group.
	Apr.	A.R.H.S. 50 Years.

NEWSRAIL

This annual report covers the period commencing with the May issue and finishing with the April issue, 1982-1983.

The committee records with deep regret the sudden death of Geoff Bainbridge, earlier this year. He had been responsible for the production of articles in the magazine since December, 1977, and his efforts and guidance at our meetings will be sadly missed. We welcome Richard Watts as our new Articles editor and co-ordinator of articles for the *Bulletin*. During the year, Barry Eadie was elected to Council, and we welcome him also, as our Council Rep.

The committee has endeavoured, with the assistance of its contributors, to bring the news to its readers as quickly as possible and with photographs when they are available. We believe the magazine remains, for this reason, as essential reading for the serious railfan who wishes to keep up with events and to plan his activities accordingly. We have experienced difficulties in controlling costs during the year, but have managed, with the assistance of our advertisers and a few more black and white covers than we would like to see, to avoid plunging into the red. The cost per issue has risen by ten cents during the year under review, but on a brighter note, we now present 32 pages of news and photographs each month and promise our readers 12 issues a year in lieu of the traditional 11. At the October Council meeting members subscriptions numbered 959, which compared with a figure of 907 at the same time in the previous year. In order to meet the increased demand for copies, our print run has been extended from 2,300 to 2,400 per month. Back in 1978, it was a mere 2000.

Our articles and news contributions have dropped back a little in recent months which is an unsatisfactory situation at any time, and especially at the moment with so much happening around the system. Nevertheless, a small number of contributions has been received from South Australians and New South Wales members following the through running of locomotives into Adelaide and Sydney respectively, and we look forward to their continuation and proliferation in the future! Our advertising endeavours have remained profitable during the year and we have persisted with our classified advertisements section in spite of mediocre response.

In the new year we look forward to an increase in the number of contributions, especially from members passing through the less well reported sections of the

network, and plan for a feature issue before 1983 is out. To those who have helped in the past year, we extend our thanks.

ARCHIVES

Continued interest in the Archive collections by members and friends of this Society has enabled the Committee to give a good year of service to all those people, local, interstate and overseas, who have sent letters or called at the Windsor station rooms requesting information on various aspects of railway activities. Attendances at Windsor station on Tuesday nights has remained high.

The resignation of Mr. Edwin Carew from the committee for business reasons was accepted with regret and when Mr. Phillip Dunn of Blackburn and Mr. Adrian Gunzburg of Glenhuntly joined it during the year, the Committee was again functioning at full strength.

The collating and indexing of photographs and the sorting and filing of railway tickets is continuing and a start will be made on the arrangement of the historical documents in the Society's possession.

The display at A.M.R.A. this year included, at the request of their officials, General Arrangement drawings of the C, X, R and S class steam locomotives as well as the usual display of photographs and tickets.

The showing of colour slides of Archival interest at the monthly Entertainment meetings has continued during the year and future showings are assured with the use of Mr. John Buckland's collection as well as some recent donations.

Several generous and useful donations of books, photographs, documents and other material have been received during the year and have been absorbed into the Archive files.

It is expected that the coming year will be equally satisfactory to all concerned.

FILM GROUP

In an Anniversary year it's not hard to think of an excuse to look back over the years and evaluate just where we've come from and where we've reached. Nineteen years ago the Film Group was screening in tiny meeting rooms hired for $1.50; if we had $10 to spend on the film Archive we thought we were flush; Annual Film Nights were held in the Carlton "bughouse"; we even had audiences queueing for a screening halfway along a City block! We even managed an audience of five (not counting the projectionists and ushers!). But through all the highs and lows (and aren't they always fun to recall?) the most important ingredient is enthusiasm. And that's just what we all need today, and the Society and its subgroups ask of the ordinary member.

Screenings

Thanks everyone! The support given to the past year's screenings was never less than gratifying. What of the highlights? High amongst them must the *The Steam Locomotive 1897-1968,* a memorable compilation of British rail film tracing the history of steam up until the end of revenue workings. The tribute to the Stanier *Black Five* was a classic. And who could forget the sheer magnificence of scenery and photography in *A Line for all Seasons,* the famous line to Skye? Film Group premieres included *A Century Preserved, Rocket, K Action* and finally the Anniversary film, *Rail Mania.* While the 1982 Annual Film Night offered a welcome revival of the feature: *Bhowani Junction.* Thanks to distributors and projectionists and especially to Gordon McClelland for presenting our 35mm programmes.

The 1982 Stan Flattely Memorial Film Competition maintained a high standard. The Best Film award went to David Crawford's *Beautiful Noise,* like an earlier winner of his, based on a popular song, with superb photography. The new Film Group prize for creative excellence was won by Queensland film maker Brian Witte for his wryly humourous adventures in France: *Is There a Chemin De Fer to the Chateau?* The first award for archive and historical film went to Arthur Hill's excellent report on the defunct Fyansford Cement Works railway in 1960. Special thanks to Mrs. Flattely for her continued sponsorship and support for the Competition.

Production

A record was broken with four major films released in the past year. An active and enthusiastic production team made it possible. *A Century Preserved* presented the Williamstown Museum; *Rocket* recorded the visit of the famous locomotive to Melbourne; *K Action* was produced by Roger Seccombe's company, Coora Films for the Film Group and was dedicated to the stalwart K Class loco; and, after much burning of the midnight oil, the new Anniversary offering, *Rail Mania,* was premiered featuring many notables of the Victorian Division doing their "thing" before the cameras.

Archive

New additions have come from the Film Group's own productions, a valued gift of a Puffing Billy film from the ABC, several videotapes of rail subjects to join the growing collection of video titles and some new archival finds. With the escalating costs of film prints, especially from television, the growth of the Archive collection has necessarily become slower. Several very valuable longer titles are quite beyond the normal capacity of the Group's finances to acquire them. Videotapes, for all the uncertainty surrounding their archival storage problems, may have to become an alternative medium for acquiring copies of films.

Sales and Library

With the rapidly increasing cost of film prints, despite the addition of new titles to the sales catalogue sales have dropped off. However, a new videotape sales scheme is currently being looked at which, if satisfactory, will make available sales films at considerably lower costs compared with film.

Sales of royalties to production companies is continuing to return revenue and obtaining publicity for the Society in commercial productions like the ABC's *Blainey Years.*

The film library provides members, other rail societies and schools with a source of modern and historical rail film titles for screenings at moderate rentals.

SALES DEPARTMENT

A quiet year was experienced by the Sales Department, due mainly to lack of opportunities to sell, as big tours, which were a regular occurrence in the past, are now the exception rather than the rule.

As usual, the major event was A.M.R.A. over the Labour Day weekend in March, and although turnover was down because of decreased attendance, we still have reason to be satisfied with our result.

The major disappointment of the year was the failure of *Preserved Engines in Steam* to sell, thus increasing our stock holding to a level in excess of what would normally be considered practicable, considering the revenue we are able to generate.

On a brighter note, our National Calendar almost sold out, due to excellent support from Interstate divisions; it is now regarded as one of the finest productions of its kind. We will be looking carefully at costing the next year to achieve a higher return.

We were able to call on a willing band of helpers when required, to all of whom we are extremely grateful. George Gregson continued to supervise the retail area, allowing me to concentrate on the wholesale activities.

As mentioned earlier in this report, our stock has reached such a high level that a decision was taken to divide the Sales Department into 'Retail' and 'Wholesale' sections, obviating the need for a retail sales operation to be burdened with a large stock holding; this arrangement to commence with the new Financial year.

LIBRARY

It is pleasing to be able to report that the Library has virtually completed the binding of all the magazines in its possession and these will be available for lending to members when the Library re-opens later this year.

Cataloguing of the books has proceeded slowly, but this should be remedied now that we have obtained a copy of the Dewey Classification system.

It is also hoped that this year the Library will be able to purchase two more sets of shelving that are badly needed, as the binding of the magazines will produce over one hundred volumes.

Members are reminded once again that the Library will accept any donations of railway books and magazines to increase our present selection.

EXHIBITIONS

The Society once again participated in the A.M.R.A. Exhibition at the Camberwell Civic Centre, over the Labour Day long weekend. The Station format tried out for the first time last year was retained although altered to the other end of the stage area. The Station also managed to retain the same name for the entire exhibition. As is usual our exhibit was one of the most popular at the exhibition. Our thanks are extended to all those who assisted during the weekend.

Next year as well as participating in the A.M.R.A. exhibition, Council has approved investigation of participating in the Ballarat Model Railway Exhibition if it is held.

RAILWAY MUSEUM

The Railway Museum has completed another very successful but frustrating year. The frustration is brought about by our inability to have our new 21 year lease for the present site and the additional area signed on account of waiting for a Government decision. This has stopped us from fencing, laying new track and erecting additions to the toilet amenities.

Unlike the majority of Tourist attractions, our attendances, both mid-week and week-end have continued to rise.

Due to the efforts of our workforce under the direction of Peter Jones and with assistance from Steam Age Aust. Pty. Ltd., the Parlour Car *Yarra* was completely restored externally and was painted the red-brown colour with gold lettering and dotted lining of the 1910-1920 era. The interior of the car has been carpeted throughout and the areas of rubber flooring replaced. Further interior restoration will be carried out at a later date. On account of the total involvement of the Museum in this project our normal repainting objective of 4-5 locomotives and area maintenance was not achieved. Fortunately the condition of the exhibits and area is still at a high standard, acknowledgement of this condition by many visitors is quite pleasing.

We appreciate the assistance given at all times by the Victorian Railways and their officers, we endeavour to make our requests reasonable, aware that we are preserving the Heritage of the Victorian Railways and the State of Victoria, whilst the V.R. have a mammoth task of operating a railway.

The Museum during its 21 years has had its high and lows, mainly highs, and is at present probably at its peak. Since 1961 (Musuem officially opened in 1962) many people have spent many hours and much effort throughout this period, sometimes to the detriment of their family and occupations, in their endeavours to bring the Museum to its present high standard. They are all to be commended on their achievements for the Heritage of our State, and perhaps the dedication of the present workforce has never been exceeded.

The Museum is held in very high esteem by the Government of Victoria, the Victorian Railways and our many visitors from Australia and overseas.

Who can tell what course the future of the Museum will take, but it behoves every genuine member of this Historical Society to fiercely support any decisions that may be for the good of preserving the exhibits and ensuring the long term future of this very significant Museum.

TOURS

The Tours programme for the year was again generally satisfactory, in terms of support, variety and profit. The need to drop steam from two tours, and to cancel two tours outright, reflects the tight economic circumstances of the country.

Donald Centenary: (1 May 1982; Motive power B72; Organiser: Steve Bucton.)

One hundred years of rail service to Donald were marked by the special train, which operated through Bendigo and Inglewood, and returned via Maryborough and Ballarat. Strong local interest was shown with a group in period costume joining the train for the last stage of the journey and displays and the release of a publication on the line by the local Historical Society. The day went well and rendered the Organiser quite speechless.

Katamatite: (19 June 1982; Motive power B64, Y159; Organiser: Anthony Sell.)

The first enthusiast special graced by a tangerine "B" class diesel — this was the consolation offered for the non-steam operation of the trip (on economic grounds). Photostops saw the featureless farmlands featured, but also a range of bridges — from morning to the twilight "crawl-past". The tour was unmarked by incident — just another happy day.

Dimboola Centenary: (Jointly operated with Association of Railway Enthusiasts Ltd., 2-4 July 1982; Motive power K190; A.R.H.S. Organiser: Peter Keen.)

The local community recognised the importance to Dimboola of its railway, and participated fully in the celebration of the Centenary. The steam special operated, perhaps too gently, through Friday night to Horsham, and then to Mitre for breakfast, and the unforgettable view (and photos) from Mt. Arapiles. Then it was back to Horsham for lunch, and to meet the one-day train, combine, and, with a full local load, press on to Dimboola. An impressive ceremony occurred outside the station, with VicRail, Civic and Society participation. An excellent photographic display had been prepared by the local group, and was much appreciated. the day-trippers, and a horde of locals, steamed "Up" while the hardy weekenders dieseled "Down" to Jeparit in the twilight, and back for an excellent evening meal. Overnight, the train proceeded to Hopetown: the wooden sleepers seem cold until one steps into the frost outside. Sunday was pleasantly occupied returning from Hopetown to Melbourne. All three trains (weekend, day and local) were full of satisfied patrons: the arrangement did credit to Peter Keen and his ARE colleague, adding to an already solid reputation for substantial tours!

Tram Tour: (17 July 1982; Cars Y1 613 and X2 676; Organiser: Anthony Sell.)

Two unusual cars with a good loading visited destinations on the South, west and north of the M.&M.T.B. system. Traffic problems delayed the tour, and ate into planned photostops, but an enjoyable day was had seeing Melbourne from its mobile tourist atractions.

Newcastle: (29 October - 2 November 1982; Motive power Budget, STA of NSW, VR. Organiser: Anthony Sell.)

The tour started in a novel manner; one of the annoying series of N.S.W. rail strikes cancelled the *Spirit of Progress* on which the group was to set off. Undaunted, Budget Rent-a-cars were procurred, and the group wheeled to Sydney by road — incredibly arriving, after meals, 900 km, within a period of 10 minutes. Then the red-carpet treatment began: reserved seats on the Inter-urban, and on the local train to Newcastle. After lunch an excellent and mo[illegible] complete inspection of the fascinating BHP privat[illegible] railway, and its unusual rollingstock, was hosted by Mr. Eric Nicolle, the Service Operations Manager of the installation. The whole gamut of the "Light" railway's activity was seen, from trains of molten metal to side-tipping of red-hot slag into what seemed fairly casual open pits. This afternoon was perhaps the highlight of the weekend. On Sunday the group swam round the Broadmeadows Loco depot, seeing most kinds of red and yellow/yellow and red/psychedelic locomotives, and then rode the suburban railcars to the available destinations, including that historical hangover, Sandgate Cemetery. On Sunday evening, the Newcastle Sub-branch of the N.S.W. Division visited: a most enjoyable evening resulted. On Monday, the steam-hauled coal lines were visited — first the very traditional Hexham — Minmi line, still using non-air brake four wheel hoppers, and then the South Maitland Railway. The depot and works at East Greta junction were inspected, and double and single-headed trains observed, the former being followed to the end of the line at the Felton loader. On Tuesday, the XPT whipped the group from Maitland to Broadmeadows, and the extensive yards and installations at Port Waratah were inspected, and after lunch Cardiff Workshops. Then the party returned on the *Flier,* and the *Spirit.*

End of Year Trip: Lilydale Centenary. (27 Novembe[illegible] 1982; Motive power K190, Tait set; Organisers: Frank Londey, Anthony Sell.)

The Annual December trip also marked the Lilydale line centenary, with plaques and ceremonies at Box Hill, Blackburn and Lilydale. After excellent press publicity public support was embarassingly good — two trains could have run had they been available! Various little problems quite beyond Society control bedevilled the operation, through brisk running kept time loss to a minimum and tempers serene. After Lilydale the two car set visited Alamein and Eltham, and once again finished at North Williamstown for

the A.R.H.S. Railway Museum, where the Social Committee provided another most satisfying spread, and Mr Michael Schrader provided a nice and undated night's entertainment. We thank the Society Social Committee once again for the excellent fare so amply provided, and the Museum Committee for the warm welcome.

"Silver City Comet" Visit

The visit of the N.S.W. Division to Melbourne led to two somewhat unusual tours —

"Melbourne Lights Tram Tour" (19 February 1983; Cars X2 676, W2 478; Organiser: Anthony Sell.)

The N.S.W. Division had arranged to use "L" class cars 104 and 106, and then SW6 cars. The locals made up a convoy of four cars which visited such attractions as the Grand Union Junction at South Caulfield, St. Kilda, Victoria Parade, East Burwood, and the artistic/architectural triumph at the Elizabeth Street terminus. This was indeed a memorable night.

"Silver City Comet" tour: (20 February 1983; Motive Power S311; Organiser: Anthony Sell.)

First plans to utilise the "Comet" cars foundered on STA of NSW difficulties, so instead a broad gauge special was planned to parallel the "Comet's" return run as far as Seymour. This morning too was memorable: our train ran via Essendon and the standard gauge does not. However, the two met at Broadmeadows and some spirited chasing followed. By courtesy of the N.S.W. Division, our patrons were enabled to ride the garish visitor to Wallan and we welcomed a number of New South Welshmen to the broad gauge. An unusual tour, and a happy one!

Melbourne Yards Tours Division 1: (26 February 1983; Motive power 58RM; Organiser Steve Bucton.)

After various negotiations, VicRail approval was given to a rail motor tour of Melbourne goods lines and yards. Response was so enthusiastic that two further divisions were quickly arranged. Division 1 operated, utterly successfully, on 26th February, with a "full house", taking in a host of out of the way locations. the day was hot, the approval warm, and those waiting their turn in later Divisions eager. However, the familiar problem of the disappearing DERM's recurred: it is now hoped to run Divisions 2 and 3 later — 1983.

General

Again response to planned tours has been hard to predict — there just doesn't seem to be any constant criterion. Projected tours to Kerang (August 1982), Mildura (January 1983) and Albury (April 1983 — for 21 years of standard gauge passenger service) were cancelled because operation would incur an unacceptably large loss. Mildura was particularly frustrating; within two days of cancellation, enough late enquiries came in to reach the break-even point, alas too late for resuscitation. It does help if patrons book early, when at all possible. Kerang and Mildura have been re-listed for 1984.

The Tours Committee team thanks all tours patrons for their continuing support. It also acknowledges gratefully, the assistance and co-operation of VicRail (and particularly of Michael Formaini and John Dare), the Melbourne & Metropolitan Tramways Board (and particularly Mark Edwards), of the State Rail Authority of New South Wales (and particularly Mr Ken Gallagher, District Superintendent Newcastle), South Maitland Railway. It thanks most sincerely its colleagues of the Social Committee and the A.R.H.S. Railway Museum Committee for their co-operation.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

We have examined the Balance Sheet of the Australian Railway Historical Society — Victorian Division as at 30th April, 1983 and the Income with Expenditure Statement for the year ended on that date.

As an audit procedure it was not practical to extend our examination of income and receipts beyond the accounting for amounts received as shown by the books and records of the Society.

1. Subject to this reservation, in our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the Society's affairs at 30th April, 1983 and of the surplus for the year ended on that date.

2. As required by the Companies (Victoria) Code we report as follows:

   In our opinion

   (a) the attached accounts are properly drawn up:

      (i) so as to give a true and fair view of the matters required by Section 269 to be dealt with in the accounts; and

      (ii) in accordance with provisions of that Code.

   (b) the accounting records and other records, and the registers, required by that Act to be kept by the Society have been properly kept in accordance with the provisions of that Code.

C. W. STIRLING & CO
Chartered Accountants

Melbourne
Dated 8th July, 1983.

By its Partner,
K. B. Macrae

AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION YEAR ENDED 30th APRIL, 1983 ANNUAL REPORT OF THE DIRECTORS

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1983 and in accordance with Section 270 of the Companies (Victoria) Code report as follows:

(a) Directors in office as at the date of this report are

Mr. E. W. Pretty	Mr. F. J. Beggs
Mr. E. J. Hogan	Mr. B. Eadie
Mr. N. A. Pearson	Mr. I. V. Jenkin
Mr. G. A. Peterson	Mr. I. Lornie
Mr. R. G. Bramley	Mr. G. J. Precious
Mr. P. Jeeves	Mr. B. Sykes

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $8,036.22.

(d) The following amounts were tranferred to reserves or provisions during the financial year.

Provision for Depreciation of Furniture and Equipment	$1,561
Provision for Depreciation of Rollingstock Exhibits	$212
Provision for Doubtful Debts	$877

(e) The Company has not issued any shares or debentures during the financial year.

(f) The Articles of Association specifically prohibit the payment of any dividends.

(g) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain that all known bad debts had been written off and that adequate provision had been made for doubtful debts.

(h) At the date of this report the Directors are not aware of any circumstances which would render the amount written off for bad debts or the amount of the provision for doubtful debts inadequate to any substantial extent.

(i) Before the Income & Expenditure Account and Balance Sheet were made out the Directors took reasonable steps to ascertain whether any Current Assets [other than those mentioned in paragraph (g)] were unlikely to realise in the ordinary course of business their values as shown in the accounting records of the Company. The Directors are of the opinion that in the ordinary course of business such assets are likely to realise their values as shown.

(j) At the date of this report the Directors are not aware of any circumstances which would render the values attributed to current assets in the accounts misleading.

(k) At the date of this report there does not exist any charge on the assets of the Company or any contingent liability which has arisen since the end of the financial year.

(l) No contingent or other liability has become enforceable or is likely to become enforceable within the period of twelve months after the end of the financial year which, in the opinion of the Directors, will or may affect the ability of the Company to meet its obligations as and when they fall due.

(m) At the date of this report the Directors are not aware of any circumstances not otherwise dealt with in the report or the accounts which would render any amount stated in the accounts misleading.

(n) The results of the Company's operations during the financial year were not, in the opinion of the Directors, substantially affected by any item, transaction or event of a material and unusual nature.

(o) In the interval between the end of the financial year and the date of this report no item, transaction or event of a material and unusual nature has arisen which is likely, in the opinion of the Directors, to affect substantially the results of the Company's operations for the next succeeding financial year.

(p) No options have been granted by the Company over its shares nor are any options outstanding.

(q) No Director, since the end of the previous financial year, has received or has become entitled to receive a benefit by reason of a contract made by the Company or a related corporation with the Director or with a firm of which he is a member or with a company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

E. W. Pretty, Director

Dated at Melbourne this 6th day of July, 1983.

R. G. Bramley, Director

STATEMENT BY DIRECTORS

We, Eric William Pretty and Robert George Bramley, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors:

(i) That in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1983 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1983.

(ii) There are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

E. W. Pretty, Director

Dated at Melbourne this 6th day of July, 1983

R. G. Bramley, Director

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1983

1982		1983
	SOCIETY FUNDS	
$30,886.27	Accumulated Fund	$28,197.94
53,016.21	Museum Preservation Fund	59,581.76
147.62	Steam Preservation Fund	147.62
638.74	Carriage Preservation Fund	—
3,665.66	Museum Building Fund	6,131.66
4,800.13	Loan — Museum Tour Surplus 1981/82	6,495.13
$93,154.63		$100,554.11
	These Funds are represented by:	
	CURRENT ASSETS	
14,077.48	Cash at Banks	10,990.33
6,707.83	Debtors — Trade	2,461.61
1,000.00	Less — Provision for doubtful debts	877.30
—	Sundry Debtors	1,354.00
34,209.79	Stock on Hand	36,383.73
348.00	Prepaid Purchases	348.00
—	Tours Expenses in Advance	126.01
—	Cash on Hand	100.00
54,343.10		50,886.38
	LESS CURRENT LIABILITIES	
19,468.47	Creditors — Trade	7,612.05
3,078.40	Tour Receipts in Advance	3,574.50
22,546.87		11,186.55
$31,796.23		$39,699.83
31,458.11	Plus Investments	32,733.53
	PLUS FIXED ASSETS	
1,362.55	Additions at costs	385.44
18,195.39	At Cost	19,557.94
1,495.38	At Council Valuation 17.6.67	1,495.38
18,450.00	At Council Valuation 18.12.78	18,450.00
39,503.32		39,888.78
9,603.03	Less Provision for Depreciation	11,768.03
29,900.29		28,120.75
$93,154.63		$100,554.11

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR THE YEAR ENDED 30th APRIL, 1983

1982		1983
	INCOME	
6,940.66	Membership Subscriptions	9,750.00
291.00	Enrolment Fees	375.00
1,264.76	Interest Received	4,387.45
2.00	Library Fees	—
9,036.87	Surplus from Museum	9,031.53
5,106.14	Surplus from Tours	2,760.52
10,613.17	Surplus from Sales Department	6,206.46
467.86	Surplus from 'Newsrail'	2,514.59
405.00	Surplus from 'Bulletin'	1,389.38
40.00	Surplus from 'Yarra Car'	—
—	Donations Received	10.00
34,168.04		$36,424.93
	LESS EXPENDITURE	
1,895.07	Direct Service to Members	2,368.88
14,810.46	Administration	21,241.99
1,795.59	Film Group	3,041.26
139.03	Recording Group	1,135.62
2,264.62	Archives/Research	526.70
923.02	Other Expenses	74.26
21,827.79		28,388.71
$12,340.25	**NET SURPLUS**	$8,036.22

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

OFFICE BEARERS 1982-83

Patron: A. S. Reiher.

Life Members: J. Y. Harvey, J. E. Wilkie, A. C. Hill, E. Quinlan, C. Craig, G. Dee, J. Brough.

President: E. W. Pretty.

Vice-Presidents: N. A. Pearson, G.. A. Peterson.

Immediate Past President: E. J. Hogan.

Secretary: R. G. Bramley.

Treasurer: P. Jeeves.

Councillors: J. Beggs, B. Eadie, I. Jenkin, I. Lornie, G. Precious, B. Sykes.

Museum:
Chairman/Works Supervisor: G. Precious.
Secretary: N. Pearson.†
Committee: P. Jones, J. Beggs, I. Lornie, T. Clark, P. Jeeves, G. Peterson, I. Bird, M. Matthews.

Museum Development: Chairman: J. Wilkie.
Members: A. Hill, N. Pearson, G. Peterson,† M. Hughes.

Tours: Chairman: S. Bucton.
Secretary: A. Sell.
Members: B. Payne, P. Keen, S. Moore, W. Banfield, R. Tralaggan, I. Lornie,† F. Londey, B. Sykes.* D. Crosby.*.

Publications: Chairman: I. Jenkin.†
Members: M. de Josselin, I. Cutter, T. Forshaw, F. Londey, F. Stamford, P. Silva, G. Gregson.

Newsrail: Convener: A. Ward.
Articles: G. Bainbridge,* R. Watts.*
News: K. Wright.
Layout Production & Pictorial: B. Eadie.†
Advertising: M. de Josselin.
Assistants: W. Hall, J. Dare, R. Gorman.

Sales: Manager: E. Pretty.
Assistants: G. Gregson, P. Barry, G. Carmichael, F. Knuckey, I. Lornie.†

Archives: Convener/Secretary: R. Bruce.
Members: B. Herbert, E. Carew,* R. Carlisle, G. Watt, D. Beardsell, G. Precious,† P. Dunn, A. Gunzburg.

Entertainment & Slide Competition:
Convener: I. Jenkin.†
Members: R. Bramley, V. Findlay, I. Lornie, A. Straffen, W. Banfield, E. Hogan.

Sound Recording: Convener: K. Buckland.*
Members: G. Peterson,† M. Etherton.
Advisor: C. Craig.

Finance Committee: Convener: J. Wilkie.
Members: N. Pearson, E. Hogan, P. Jeeves.†
Accountant: B. Comport.

Film Group: Officer-in-Charge: R. Seccombe.
Members: D. Kidd, D. Milk, J. Smidt, I. Jenkin.†

Social Committee: Mesdames Beggs, Lornie, Broecks, Mr. J. Beggs.†

Library: Librarian: D. Palmer.
Assistants: P. Churchley, M. Martin, R. Dewsbury, R. Bramley.†

Curator of Rented Premises: J. Beggs.†

Steamrail Victoria Ltd.: N. Pearson,† A. Sell, P. Keen.

G.S.P.S. Representatives:
No appointments made.

Secretariat:
Membership Officer: Mrs E. W. Pretty.
Printing: R. Bramley, G. Carmichael.
Mailing Officer: Mrs. K. Wright.
MNL Editor/Mailout Co-ordinator: R. Bramley
National Competitions: R. Bramley.
Exhibitions Officer: R. Bramley.
Honorary Legal Officer: A. Sell.

*Part year only.

†Council Liaison.

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McCaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-78	W. C. Rapley
1978-80	E. W. Pretty
1981-82	E. J. Hogan
1982-83	E. W. Pretty

*Foundation President of the Victorian Division

Australian Railway Historical Society

VICTORIAN DIVISION

(Incorporated in Victoria)

ANNUAL REPORT AND FINANCIAL STATEMENT FOR THE YEAR ENDING 30th APRIL, 1986

PRESIDENT'S REPORT

Reviewing the activities of the Society for the first 12 months in my role as the Society's President we have been able to move toward consolidation within the Council and re-establish relationships with our kindred bodies.

A joint meeting was held between the Steamrail Board and the Society Council to investigate what assistance may be required to overcome the problems being experienced and in particular the difficulties faced by all tour operations due to crew shortages within V/Line.

The Society has continued with its wide range of tours and in particular the visits to West Tower, South Dynon and Metrol were extremely successful. It was unfortunate that lack of support involved both cancellations of a number of major tours and incurring a financial loss on other tours.

The Museum had a major break through for the first time after many submissions, receiving its first external donation and grant. A donation of $23,000 was received from the Ministry of Transport following the sale of the Tait Cars and this was followed by a grant of $40,000 from the Victorian Tourism Commission towards the construction of a new station entrance and toilet upgrade. As part of the Victorian 150th anniversary the Museum was presented with an electric locomotive and coal truck from the Yallourn Open Cut Rail System. The standard of the Museum exhibits is retained at a high level by the small museum team and has enabled the Society to retain its high profile in public.

The Society expresses its gratitude to all members and friends who have contributed to our archival collection. It is a compliment to the work of the Archives Committee for the standard they have obtained in the colating and indexing of our archival material and answering the many queries received from those involved in Historical research.

The Publications Committee had been very active with the release of the Calendar and Colouring Book. They have also been active in a number of both small and large publications which will be released in the forthcoming years. The peak of the Publications Committee year is the release of *A Changing Decade* by John Dare as the success of this publication in a short period of time is a compliment to John and the members of the publication group.

While the sales team has had the support from the Publications Group with the successful reception to our new publications the Sales Group have been active in providing and expanding our range of products both into the retail and wholesale areas. Their activities at recent model railway exhibitions has expanded the Society's image as well as improving the successful financial contributions to the Society.

The Film Group have been active with productions in the pipeline and the two films released during the year. The new film *Stockrington* is an example of the high standard of professionalism achieved by our Film Group. The continued expansion of the video release of our Film Group material has continued to be successful. This trend into Video by members was amplified by the increasing response being received in the videotape section of the Stan Flattely Memorial Film Competition.

The support by members to our Entertainment Meetings is due to the high standard guest speakers provided by the Entertainment Committee. This is supported with the Archive Slides and Members Slide Competition which continues to receive high levels of support and enthusiam.

Within the Council and the Society there are a number of members who play a major unsung supporting role to the Society. To all these members may we express our thanks for the time and effort you put in to the operation of the Society. It is your support that allows this Society to develop and grow in strength in the future.

SECRETARY'S REPORT

The following are the comparative Membership figures for the 1984/85 and 1985/86 Financial years:

	1984/85	1985/86
Renewals	1156	1140
New Members	72	86
Total Membership	1228	1226
Bulletin Subscriptions	834	835
Newsrail Subscriptions	1474	1519

For the second consecutive year the Society has recorded a slight drop in membership and this is mainly a result of the number of renewals received which showed a drop over last year. This matter will need to be taken into account by the new Council and considered at length to try and ascertain the reasons for this failure to retain members. This failure to retain members is mainly due to new members who fail to renew in the year after they have joined the Society.

The computerisation of Society membership records has been both a blessing and a curse. The blessings by far outweigh the curses as the sorting capabilities of the computer enable membership records to be kept in many forms for ease of reference. The computer also takes care of much of the drudgery associated with this type of record keeping. The computer, however, being "human" is prone to forgetfulness occasionally and members have been most patient in advising of missing mailouts, and non receipt of renewals. These problems are gradually being ironed out and its reliability should improve over the next twelve months.

As reported in their individual reports the various subcommittees of the Society have generally had a very successful year. Most have been able to provide the services to members that members have required. At this point I must offer my thanks to members of my family who each month prepare the mailout for posting. Many times the computer has prepared the labels in the incorrect order or due to breakdown the labels have been late, but not once have they let the Society down. My special thanks to my sister, Mrs. L. Drummond, for her efforts during this and past years, and hopefully for future years.

LIBRARY

It is pleasing to be able to advise members that the Library has taken delivery of a number of new bays of shelves and these are rapidly being filled with books from our collection that has not been on display. It has also enabled a large number of magazine volumes to be bound and also placed on the shelves.

The Library is open and available to members on Wednesday evenings from 8 p.m. until about 10 p.m. and a number of members have made use of it for fireside reading.

EXHIBITIONS

The Society participated in three exhibitions during the Financial year. These were Box Hill in June, Waverley in October and the A.M.R.A. Exhibition at Camberwell in March.

The Box Hill Exhibition was a very successful experiment by the Waverley Model Railway Club and is sure to become a regular event each year in the future. The Society's exhibit was well patronised and our thanks to those who assisted during the weekend, especially Frank Londey and Peter Churchley who both made available their station wagons for the transport of the exhibit items.

The Waverley exhibition has been running for a number of years and the Society was invited to participate for the first time. Once again our exhibit proved most popular and a very successful weekend for the Society. Our thanks to the same two members for the use of their vehicles for the exhibit.

A.M.R.A. once again was a most successful weekend for the Society. Although the attendance to the exhibition was down slightly on previous years, the Society's exhibit proved most popular and can be considered a very successful exhibit from the Societies point of view.

RESEARCH

It has been a quiet year again for the Research Group. With a number of the committee members concentrating on other activities of this Society, there has not been much action. One problem facing the Research Group is the similarity between some of its activities and some of those of the Archives Committee. The lack of distinct roles for these two groups has been of concern to the Research Committee. In the forthcoming year, apart from making the Research Group more active, the Committee will be giving consideration to combining with the Archives Committee to form one committee to cover both activities and prevent duplication of effort.

NEWSRAIL

The last year has again been a successful year for *Newsrail* even if it has not been totally trouble free. On a positive note the steady growth in subscriptions is being maintained and the magazine has the appearance of a quality commercial production with a colour cover for each of this year's 12 issues. Inside the covers this year, there has been some excellent articles and pictorial features along with the usual diverse range of news. Thanks go to all those who contributed during the year. Without your help there would not have been a magazine.

In the last issue for the year (April) more colour was included in *Newsrail.* The usual centre double page photograph was printed in full colour. Reaction has been generally favourable and it is planned to do so again a few times in the coming year. There was some adverse comments about the age of the photograph. Unfortunately the photograph used was selected in a hurry from a limited choice when there were some production problems found with the photograph originally selected. This was not our only problem with photographs during the year. Apologies go to Bryce Leydon for the printing in reverse of his photograph on the cover of the August issue. Changes have been made to the production procedures so as to avoid a similar occurence in the future.

This year there was another change of staff on the *Newsrail* team. Joe French found that he no longer had the time available to continue on as News Editor. Thanks go to Joe for his efforts and the time he has put in to the magazine over the past couple of years. Thanks go also to Peter Clymo who was willing to take over from Joe as News Editor.

There has also been a change to the magazine itself this year. The practice of printing an Editorial has now stopped. The reason is simply that the current members of the committee don't feel that they are in a position to write worthwhile Editorials. Bad Editorials are far worse than no Editorials at all. Again, thanks go to all those who contributed to *Newsrail* this year. Remember that *Newsrail* is produced on a voluntary basis and all the editors require your support. We can only print what we received, so don't complain about the content of *Newsrail,* contribute instead.

FILM GROUP

The second half of 1985 saw the Film Group wind up its celebrations for its Anniversary year. With a lot of burning of the proverbial midnight oil the Committee managed to present during the year a range of events to mark the variety of the Group's activities and contributions to the life of the Society over the past 21 years.

We launched into 1986, then, with a feeling that a lot was behind and a real challenge ahead to explore new possibilities and directions for the future. With a changing emphasis requested of the Group by Council (moving somewhat away from film screenings to a greater emphasis on production among other things) this challenge has been taken up and, we feel, is already bearing fruit. But, whatever the future may hold, without the faithful and valued continuing support of members for the Film Group, this will be in vain.

The Committee wishes to thank Council for their help and continued encouragement over the past year.

Production

A busy schedule has been maintained despite the usual problems with manpower. This has tended to become most acute with the unavoidable necessity to shoot many rail activities during the Railways' normal working week rather than at the often more convenient weekends. During the week a full production team isn't available and money isn't available to hire outside crew support. A real crisis would have developed if Roger Seccombe's son, Howard, hadn't been available for sound recording. Crewing will become even more critical with the Bi-centennary project, *Ninety Percent Men.*

The new film on the decline of steam on the Newcastle coalfields, *Stockrington* (produced by Roger Seccombe's company Coora Films for the Society) was premiered. It presents a history of the Richmond Vale Railway set against a modern view of the crews and locos that still work this final outpost of revenue steam in Australia.

Jerry Smidt produced a timely film on the return to service of the R Class locomotive: *Welcome Back R761.* It included footage of the first fan trips, in particular film of operations on both the Bendigo and North-East lines.

The final stages of post-production have been reached in completing the special historical film on Melbourne's suburban electric services, *Moving People.* It's expected this will premiere later in 1986.

Screenings

The Stan Flattely Memorial Film Competition for 1985 produced our best-ever response from member film and video makers. A high standard was maintained and it was particularly gratifying to the judges to note how the Videotape Section of the competition had developed so successfully (both in numbers and standard). Likewise the General Section produced good work but, disappointingly, the Archive Section inexplicably declined.

The Grand Prize went to Queenslander Peter Hansell for his worthy winner: *End of an Era;* the Film Group award for technical or creative excellence also went to Queensland, to regular entrant Brian Witte for *A Watering Stop in Ardeche;* the Archive award went to Colin Pike for *Branch-Line Service* while the best Videotape entry was judged to be Ian Goff's *African Spectacular.* A big thank-you to entrants and to Mrs. Peg Flattely for her continued support for the Competition.

The 1985 Annual Film night brought back a welcome revival of that super-steam feature set in the American Depression days: *Emperor of the North.* We had last screened the film years before at one of the early Annual Film Nights at the Cameo Theatre, Belgrave.

Other highlights of programming during the past year included another revival, the beautifully photographed British film, *Rail;* also the premiere of the new production, *Stockrington,* as well as a visually spectacular survey of Swiss railways today: *On the Track of the Future.* We also showed at short notice a premiere with Film Group Committee member Jerry Smidt's new film on a traction engine rally: *Steam on Gravel and Bitumen.*

The first of a planned series of screenings of restricted release rail films went off to a great start with an enthusiastic audience at the Windsor Theatrette (the Society's rooms at Windsor Station!).

The Film Group also organised a special film show to help celebrate the 25th Anniversary of sister society, The Light Railway Research Society of Australia. A highlight of the show at the Nobelius Packing Shed was the Film Group production on the history of narrow gauge lines in Victoria, *Whistles in the Hills.*

Archives

Increasing costs continue to hamper acquisition of new films for the motion picture archive collection. In some cases new productions have had to be purchased on videotape (with the resultant fears regarding permanency of the tapes) because of the prohibitive costs of film prints. The ABC's new film on mixed train services on the Atherton Tableland, *Freight Train,* was a case in point.

A new 16 mm reduction print was acquired of the early Victorian Railways cinema commercial, *Careering Onwards.* Some unique early film of Melbourne and its tramways at the turn of the century was also obtained: *Marvellous Melbourne.*

Thanks must go to the film and television distributors who assisted the Group during the year in making the above acquisitions for the Archives.

Sales, Library and Research

Sales of the current three videotape compilations continue to do well and, with railfans' continuing support for the video sales scheme, it's hoped shortly to make a fourth tape release, comprising new Film Group releases.

Sales of rights and royalties to outside producers for the use of archival and library footage have fallen off during the past year, probably reflecting the unfortunate downturn in the film industry due to economic factors.

A promotion of film sales on the educational market is being contemplated as a new initiative for the Film Group Committee to explore.

The Film Lending Library has likewise been slow, probably thankfully so because of manpower deficiencies in the Film Group!

The Group continues to act as a railfilm research service, and activity during the past year has especially centred on helping film screening programmers to locate films, advising outside film producers on availability of stock footage and assisting media courses in schools with film production and film availability queries.

ENTERTAINMENTS AND SLIDE COMPETITION

Members who attend the regular monthly Entertainments Meetings at the National Mutual Theatrette, are frequently unaware of the amount of work that is put in behind the scenes to ensure that an intereting and balanced programme is provided throughout the year; and that everything goes smoothly. Planning the programme items usually commences in August or September of the preceeding year and usually will involve three or four evening meetings, until a programme is finalised. Even so detail organisation, last minute changes and other matters may involve the Secretary, the Convener and other Committee members in various telephone calls and discussions at frequent intervals throughout each month.

It is as a result of these efforts that we have been able to present the expected, varied, informative and interesting series of Entertainment items during the past year. As well as this, the provision of light refreshments and the operation of the Sales Department at each of the meetings requires considerable effort on the part of the Sales Manager, George Gregson and his assistants; and the Social Committee, Betty and Jim Beggs and Beryl and Ian Lornie. Indeed what other Committee can claim that a broken leg provided no disruption to normal service. The thanks of members are perhaps best indicated by the large number of comments of genuine concern expressed by members, when a domestic accident prevented two of our catering team attending at the last minute recently.

Thanks should also be recorded to all those who provided the Entertainment items during the year; and especially to regular favourites such as the Film Group, who put so much effort into providing programmes of high quality railway film footage for our entertainment. Thank you Roger and Jerry for organising those nights.

Once again Ray Bruce is also deserving of thanks for his regular presentation of Archive slides from what seems to be an endless collection of interesting material.

Many of these things would not be possible were it not for the continued co-operation of Derek Tucker and his staff from the National Mutual Property Department who are also deserving of thanks.

The monthly Slide Competition continues to be well supported with an average of 26 slides being entered each month. The maximum number of slides entered in any month being 48. Slides were regularly entered by 16 members of whom 11 shared in the points awarded. It has been pleasing to welcome several new entrants to the Slide Competition, which is open to all members. It is to be hoped that they will continue to enter regularly and that others will join them. Aggregate points winner for the 1985 year was Michael Schrader with 37 points, second place going to Frank Cross and third place shared by John Dare and Colin Pike.

The December Winner of Winners Competition was won by Frank Cross.

Congratulations to those who scored wins and places as well as to those who made the competition possible by entering.

Syllabus Items For Entertainment Meetings 1985-

1985	May	John Buckland.
	June	Film Group — 21 Years of films.
	July	A.G.M. — Keith Buckland, S.E.C.V. Railways.
	Aug.	A.G.M. — Ted Payne, Slides.
	Sept.	Richard Gilbert — Ballarat Tramway Preservation Society.
	Oct.	Film Group — Stan Flattely Awards.
	Nov.	Michael Schrader — Railways of Australia.
	Dec.	Annual Film Night.
1986	Jan.	Tom Binns — Steamage Australia.
	Feb.	Gerald Dee — Memories.
	March	Film Group.
	April	Jack Mclean — Royal Trains.

PUBLICATIONS

Once again, the past year has seen steady progress by this Committee; which, whilst it is small, contains a dedicated group of members who have put considerable efforts into the preparation of publications for the Society over the past twelve months.

The 1986 Calendar produced by this Division of the A.R.H.S. maintained the high standard that we have achieved over the past few years. However sales were a little lower than the 1985 record. Accordingly it has been decided to reduce the quantity produced slightly, in an effort to clear next year's stocks. Thanks, however, should be given to all of those on the Committee who "burnt the midnight oil" (literally) in selecting the slides, preparing the captions and overseeing the production of the Calendar by our printer.

Following considerable effort on the part of Frank Londey and the Society Printing Group we were able to produce a "Colouring Book" in time for sale at the A.M.R.A. exhibition. Although not directed towards the bulk of our membership, this publication will provide a valuable sales item at the Museum and at other public exhibitions. Frank was assisted in the latter stages of production by Andrew Hinde. Thank you Frank, Andrew, David and Glen.

Much time has also been devoted by members of the Committee to finding a suitable sponsor to share in the production costs of *The Never Never Railway* by Jim Harvey. After several sympathetic refusals we are hopeful that we are close to a resolution of this problem. Jim has put many years of work into the preparation of this manuscript and we are convinced that it should be published as soon as possible. Our major publication

release for the year came with the launching of *A Changing Decade* by John Dare, at the end of April. This is a follow up to John's earlier *Diesel Pictorial* and early orders indicate that it is likely to sell well.

During the coming year the Publications Committee is likely to continue to be busy. Work is already in hand with the 1987 Calendar and we would hope to see *Cross Country* by Norm Houghton and Jack McLean; and *Warracknabeal Railway Centenary* by Bruce Payne released shortly. Both of these are smaller publications detailing the history of specific lines.

Work is still progressing on a second edition of *Speed Limit 20.* Also it is hoped to produce an enlarged second edition of the Colouring Book in the near future.

As well as this Barry Eadie is putting the finishing touches to a book on G.M. Diesels and John Buckland, Norm Cave and David Beardsell are working on the manuscript for a book on the history of Victorian Railways Locomotives. Finally a book on the S class Pacifics is in preparation. All exciting prospects.

The work of the Publications Committee however would be wasted, were it not for the efforts of the Sales Department led by our Society Sales Manager, George Gregson. George has continued to work in close liaison with this Committee and it is largely due to his efforts that our releases for this year have achieved the success that they have.

In conclusion thanks must be given to the Management and Staff of Magenta Press for their hard work and professional expertise in the printing of our publications. Their personal interest and assistance given, has made the task of this Committee so much easier.

During this year we have gained the services of a new member, Andrew Hinde and it is opportune to remind everyone that we would welcome new members at any time. There is much to be done and additional willing hands will allow things to move that much quicker.

TOURS

The past year has been one of success coupled with many frustrations and disappointments. As will be noted from the tours listed below, a number had to be cancelled. The reasons for cancellation were mainly twofold, circumstances beyond our control and lack of patronage. We commiserate with our hard working organisers and patrons in their disappointment. The tours which did run were all most enjoyable and successful and our congratulations and thanks go to the organisers, booking officers and all who contributed in any way to the success.

With ever increasing costs it is becoming even more difficult to plan tours which will attract sufficient patronage to make the tours viable. The Tours Committee are currently planning for the remainder of 1986 and 1987 in order to give members more time to plan their participation. It is the Committee's desire to make every effort to improve liaison with our kindred bodies thus achieving a higher standard of co-operation. We would again remind members that it is essential to book early on all tours, this will apply even more so in the future as we understand V/Line will require at least one month's notice of any cancellation.

The Committee have been looking at ways of improving safety aspects of tours. A start has been the purchase of new yellow jackets for tour officials. It was also decided to invite St. Johns Ambulance Brigade on tours, the first one being the recent Ballarat tour. Officers were kept busy on the return journey treating sixteen cases of "soot in the eyes".

The Tours Committee will always welcome new ideas and constructive criticism from members.

The following tours operated during the year:

West Tower Inspection Visits: (May 28th, 29th and June 4th, 5th, 11th and 12th, 1985). An Overwhelming response to this type of tour since this tour has been in limbo for a decade. Train Control (Central) in the Old Administration Buildings for V/Line was also visited. Attendance figures: 98 adults and 3 children.

Yarram — Derm Tours: (June 29th and July 13th, 1985). Two divisions had to be organised due to a very popular tour. A visit was also arranged to Barry Beach Esso Compound on both occasions. Attendance figures: 90 adults and 4 children.

Melbourne Electric Tram Tour: (July 20th, 1985). An annual event at this time of year. Double bookings were made due to patron demand. Another overwhelming tour due to voluntary tram drivers and officers from MTA. Attendance figures: 69 adults.

New Zealand: (23rd October to 18th November, 1985). A very interesting tour covering both south and north islands of New Zealand. Attendance figures: 14 adults.

Latrobe Valley Industrial Tour: (22nd February, 1986). After many alterations due to communication problems between Organiser and the Railways. An interesting tour on the day. A visit was made to the following industrial areas: Australian Paper Manufacturing Mill (Maryvale), S.E.C. (Morwell South) Briquette Works — by train and a visit by bus to Yallourn Open Cut and Railway System. Attendance figures: 83 adults and 6 children.

South Dynon and Metrol Tour: (2nd, 9th, 16th, 23rd March and 13th April, 1986). The first tour was a slight disappointment to the Organiser as only 8 people had booked but fortunately all other tours were booked out prior to closing date. A very successful group of tours. Attendance figures: 94 adults.

Ballarat — Triple Header: (6th April, 1986). Combination of R707, R761 and D3 (from Ballarat) were used to cater for 500 passengers on a very successful tour. The spectacular of the tour was the approach to Bank Box Loop when motorcaders, passengers, (and helicoptor travellers) had their eyes glued to the performance of this unusual motive power.

Tours Cancelled:
St. Arnaud: (18th May, 1985).
Deniliquin: (29th-31st August, 1985).
Bendigo/Dynamometer: (26th October, 2nd November, 1985).
Ballarat: (24th November, 1985) (ran 6th April, 1986).
DC3 Western Line Flight: (10th January, 1986).

SALES DEPARTMENT

After a busy year in 1984-85, the Sales Department has been very busy again this last twelve months.

Takings at our monthly meetings and the tours on which a sales counter operated were on a par with the previous year.

After a complete sellout of the 1985 National Calendar, it was hoped the same result would occur for the 1986 Calendar. This was not to be, as quite a number remained unsold despite its continuing high standard and an extensive sales campaign.

Hudson Power has been an overwhelming success. After the mailing of the pre-publication copies to our members last May, word of mouth soon spread the good word regarding this quality production and sales to retailers rocketed. Further sales were generated when reviews appeared in the *Ballarat Courier* (a full page) and the *Melbourne Herald.* This book is continuing to sell and members are advised to buy their copy now before the "out of print" sign is posted.

Once all the mailing of *Hudson Power* to our members and initial supplies to our trade customers had been completed, marketing of the calendar took place, to be followed very closely by our latest publication *A Changing Decade* by John Dare. Although the book was not "due" from the printers until late March this year, the Sales Department was actively involved in its marketing as early as September, ensuring that all went smoothly with the pre-publication offer to our members. Response to this offer was satisfying with over 500 orders placed for the pre-publication offer, an indication of the standard of the book being published by the author, vindicated by the selling of his previous book *Diesel Pictorial* which is out of print. The sales team was well prepared for the mail out of the book to the members as all orders had been despatched within four days of the book being received.

The A.M.R.A. Exhibition at Camberwell over the Labour Day weekend again swelled the Society's coffers in that takings exceeded the record figure of the previous year. The sales figures for these last two exhibitions clearly vindicate our presence at this exhibition and making people aware of us and of the products we publish and sell, products that are not readily available in their local bookshop or newsagent. We also attended two other exhibitions during the year at the invitation of Waverley Model Railway Club — these being held at Box Hill High School over the Queen's Birthday weekend in June and their long established annual exhibition at Glen Waverley High School in October. These proved to be very successful in more ways than one as besides earning revenue and good publicity for the Society, we have established a friendship with the Waverley Model Railway Club which can only become stronger.

The stocktake at the end of the financial year shows a considerable increase in stock which can be wholly attributed to the new publication *Hudson Power*. Stocks of *Newsrail* also increased while those of our records and videos were considerably reduced. While reducing stocks of our records, stocks of two of them were exhausted — *Night Shift* and *Full Throttle*.

A warm welcome was extended to Bryce Leydon during the year. Having a background of both wholesale and retail trading, his contribution to the department is invaluable. Besides thanking Bryce for his assistance, thanks must also be extended to Ian and Beryl Lornie, Jim and Betty Beggs, Glen Carmichael and Fred Knuckey for the willingness to assist on the sales counter at our monthly meetings and on tours and also to those who assisted at exhibitions.

The forthcoming year sees a number of books at various stages of production and it is hoped that a new book will be on our shelves during the next twelve months, ensuring the Sales Department is kept busy.

ARCHIVES

The year 1985-86 has shown continued interest in and steady use of the Society's archival material by members of the Society and also by non members, many of whom have applied for membership as a result.

The average attendance on Tuesday nights at Windsor station for the year is approximately 14. This occasionally strains the capacity of the rooms to accommodate them. It is also becoming evident that the storage capacity of the rooms on the down side of the station for donations of photographs and documentary material is becoming slightly limited and this will become more evident as this type of donation continues to be received. A considerable amount of photographic and documentary material has been donated this year and, at the time of writing a start has been made to collate and index individual donations of photographs of any considerable amount and titling them with the name of the donor. It is hoped that the move to get half of the ticket room on the down side of the station for further Archival accommodation is accomplished this coming year because indications are that it will become very necessary in the years to come.

Correspondence, including country and interstate as well as local, has been steadily received and replies have been made answering the many questions contained therein wherever possible.

The Committee look forward to another year of continued interest in their work on behalf of this Society.

RAILWAY MUSEUM

The 1985-86 year at the Museum has been one of many developments, a number of which are due to the persistence and proper direction by the Museum Committee.

These developments are:

1. S.E.C. Locomotive No.37 and coal truck donated to the Museum and transferred to Williamstown as part of the S.E.C. contribution to Victoria's 150th Anniversary Celebrations.
2. Model Railway Display Room. Construction was completed by the Apprentices from the Newport College of T.A.F.E. This building will house the 'O' gauge V.R. prototype model railway donated by Mrs. Ruth Fairlam, and had been constructed by her late son Bill Fairlam, who was a member of this Society. The layout is being restored by Alan and Ian McKenna and Rolly Evans who was a former Chairman of the Museum Committee.
3. The Lease of the additional and original land was eventually signed with V/Line, and the new area has been fenced. Plans are in hand for an access track to be connected to the Museum.
4. The City of Williamstown Council constructed a concrete footpath from the Williamstown Railway Station and a ramp at the Museum Entrance.
5. Construction of a replica of the 1886 style Lyonville/Pyramid, etc., railway station as the new entrance to the Museum has commenced, again with the assistance of the Newport College of T.A.F.E. To accommodate this building, the existing 'Bill Bragg' Display Room had to be located further west.

   To assist with this project, the Museum was successful in receiving a $40,000 grant from the Victorian Tourism Commission. This grant included provision to rebuild and extend the existing toilet facilities. Member Kevin Fahler is assisting and carrying out the work.
6. Parlor Car *Yarra* restoration continued. After research by a number of members, it has been restored as near as practical to its original condition.

   A shakedown trip to Seymour for the Museum workers and friends, and people who have assisted in the Restoration, proved to be very successful, but it resulted in highlighting a bogie problem and it has been taken to Newport Workshops for rectification. It was a wise decision to run this short shake down trip, for if it had been on a longer trip serious problems could have arisen.

   The *Yarra* car will be part of a proposed Heritage Train for V/Line, together with another former allocated Museum carriage No.2AE together with 30AE.
7. V/Line donated $23,000 to the Railway Museum, this being part of the proceeds from the Auction of the old Tait carriages.
8. Museum of Victoria. In accordance with a motion passed at an Annual General Meeting of this Society, the Museum Development Committee has pursued this matter, which instructed that the Museum should come under the auspices of a Government or semi Government organisation. As a result of this action, a working Committee has been formed consisting of, and having the full support of, the Museum of Victoria, V/Line, Ministry of the Arts (Museum Division) and the A.R.H.S. The Museum of Victoria and V/Line contributed $25,000 for a feasibility study on the Policy of the Museum of Victoria for multi campus Museums, and the Railway Museum is at the top of their priority list. The matter has gone to Cabinet, and Cabinet Committee has been formed with funding to continue action. The Museum of Victoria's aim is to have everything in place by 1988, the Bi-Centenary year.

   This development is necessary for the future of the Railway Museum as volunteers, and our limited ability to generate funding for capital improvements, cannot go on for ever. Members should be proud of the efforts which have taken place over the years to acquire, maintain and present to the Public exhibits, most of which are still owned by V/Line. This contribution is acknowledged by the groups represented on the working Committee, and will be suitably recognised when the Railway Museum becomes a campus of the Museum of Victoria. Input by the Museum Committee and workers will still be required.

Again as a result of the restoration of the *Yarra* car, work on the Museum exhibits has not been as great as would be liked. Swing Door motor 8M and A.S.G. No.G33 have been repainted, and work continues to be carried out on other exhibits.

Carriage 43BPL, damaged in a shunting operation at Tottenham, has been repaired by the Museum, and together with 29BCPL another Museum allocated carriage, are now at Seymour where the Seymour Loco Steam Preservation Group is carrying out maintenance on them.

We are still acquiring exhibits, the North East C.T.C. Control Console has been donated to the Museum. Diesel locomotive W243 together with E1102 are stored at Spotswood for the Museum, and at this stage we have been promised F202, a 'B' class and a 'T' class if it is not sold overseas.

The Railway Museum Committee is prepared to co-operate with all preservation groups and especially appreciate the trust and confidence in our co-operative efforts with a number of other preservation groups.

To all members and friends who have assisted the Railway Museum with donations, etc., we express our gratitude, and we are happy to report that our standing with V/Line is still top class, and their assistance and understanding of our problems is appreciated.

The assistance of the A.R.H.S. Council is acknowledged, but we would like more support.

The future of the Railway Museum in preserving the Heritage of Victoria and its Railways seems assured, and the future looks bright.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

We have examined the Balance Sheet of the Australian Railway Historical Society — Victorian Division as at 30th April, 1986 and the Income with Expenditure Statement for the year ended on that date.

As an audit procedure it was not practical to extend our examination of income and receipts beyond the accounting for amounts received as shown by the books and records of the Society.

1. Subject to this reservation, in our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the Society's affairs at 30th April, 1986 and of the surplus for the year ended on that date.

2. As required by the Companies (Victoria) Code we report as follows:

   In our opinion

   (a) the attached accounts are properly drawn up:

      (i) so as to give a true and fair view of the matters required by Section 269 to be dealt with in the accounts; and

      (ii) in accordance with provisions of that Code.

      and are in accordance with Australian Accounting Standards.

   (b) the accounting records and other records, and the registers, required by that Code to be kept by the Society have been properly kept in accordance with the provisions of that Code.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 8th August, 1986.

By its Partner,
K. B. Macrae

DIRECTORS' REPORT

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1986 and in accordance with Section 270 of the Companies (Victoria) Code report as follows:

(a) Directors in office as at the date of this report are

Mr. G. A. Peterson	Mr. P. T. Jeeves	Mr. W. M. Matthews
Mr. I. V. Jenkin	Mr. I. R. Bird	Mrs. B. J. Pretty
Mr. N. A. Pearson	Mr. B. J. Eadie	Mr. P. J. Silva
Mr. R. G. Bramley	Mr. I. C. Lornie	Mr. E. J. Hogan

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $49,672.55.

(d) No shares or debentures, nor any options to purchase those shares, have been issued by the Company.

(e) There are no significant changes in the state of affairs of the Company during the financial year.

(f) The Company does not intend to significantly extend its operations outside its current activities.

(g) The Directors' qualifications, experience and special responsibilities are set out below:

Name	Qualifications	Experience	Special Responsibilities
Mr. G. A. Peterson	Sales Manager	8 Years	Presidential
Mr. I. V. Jenkin	Secondary Teacher	6 Years	Publications
Mr. N. A. Pearson	Clerk	9 Years	Museum
Mr. R. G. Bramley	Office Manager	10 Years	Secretarial
Mr. P. T. Jeeves	Accountant	5 Years	Financial
Mr. I. R. Bird	Foreman	3 Years	Museum
Mr. B. J. Eadie	Locomotive Driver	4 Years	Tours
Mr. I. C. Lornie	Retired	4 Years	Tours/Steamrail
Mr. W. M. Matthews	Machinist	1 Year	Museum
Mrs. B. J. Pretty	Secretary	1 Year	
Mr. P. J. Silva	Computer Engineer	3 Years	Archives
Mr. E. J. Hogan	Retired	20 Years	Steamrail

DIRECTORS' REPORT (Continued)

(h) The Articles of Association specifically prohibit the payment of any dividends.

(i) The Company's operations cannot be split into separate divisions.

(j) Matters or circumstances have not arisen since the end of the financial year that have significantly affected, or may significantly affect:

  (i) The operations of the Company.

  (ii) The results of these operations, or

  (iii) The state of affairs of the Company in subsequent years.

(k) No Director has an interest in any contract made, or proposed contract to be made with the Company.

(l) Since the end of the previous financial year no Director has received or has become entitled to receive a benefit by reason of a contract made by the Company, or a related corporation, with the Director, or with a firm of which he is a member, or with a Company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

G. A. Peterson, Director

Dated at Melbourne this 24th day of July, 1986. P. T. Jeeves, Director

STATEMENT BY DIRECTORS

We, Geoffrey Alexander Peterson and Phillip Tasman Jeeves, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors:

(i) That in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1986 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1986.

(ii) At the date of this report there are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

(iii) The accounts have been prepared in accordance with approved accounting standards.

G. A. Peterson, Director

Dated at Melbourne this 24th day of July, 1986. P. T. Jeeves, Director

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1986

1985		1986
	SOCIETY FUNDS	
$55,532.77	Accumulated Funds	$80,454.25
79,658.76	Museum Preservation Fund	104,155.15
7,825.62	Steam Preservation Fund	7,825.62
6,131.66	Museum Building Fund	6,131.66
$149,148.81		$198,566.68
	These Funds are represented by:	
	CURRENT ASSETS	
200.00	Cash on Hand	200.00
47,014.33	Cash at Banks	(2,681.29)
5,615.14	Trade Debtors	5,195.87
1,194.27	Less — Provision for Doubtful Debts	1,371.17
44,543.18	Stock on Hand	57,765.56
1,161.34	Prepaid Purchases	3,552.97
$97,339.72		$62,661.94
	LESS CURRENT LIABILITIES	
5,541.71	Creditors — Trade	3,463.13
3,300.00	Tour Receipts in Advance	1,737.00
51,018.61	Other — Creditors	8,094.87
$59,860.32		$13,295.00
$37,479.40	**Net Current Assets**	$49,366.94
$82,019.49	**Plus Investments**	$93,120.30
	PLUS NON-CURRENT ASSETS	
4,853.66	Additions at costs	28,344.50
20,400.91	At Cost	25,206.99
1,495.38	At Council Valuation 17.6.77	1,495.38
18,450.00	At Council Valuation 18.12.78	18,450.00
$45,199.95		$73,496.87
$15,550.03	Less Provision for Depreciation	$17,417.43
$29,649.92		$56,079.44
$149,148.81		$198,566.68

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR THE YEAR ENDED 30th APRIL, 1986

1985		1986
	INCOME	
$13,236.00	Membership Subscriptions	$14,446.00
417.00	Enrolment Fees	46.00
4,323.27	Interest Received	7,716.18
10,876.80	Surplus from Museum	1,388.07
5,825.78	Surplus from Tours	1,204.81
22,034.55	Surplus from Sales Department	30,769.12
2,004.22	Surplus from 'Newsrail'	1,091.20
3,879.27	Surplus from 'Bulletin'	3,663.30
1,205.27	Donations/Other Income	268.00
$63,802.16		$60,592.68
	LESS EXPENDITURE	
839.57	Direct Service to Members	4,032.45
24,607.21	Administration	25,877.81
4,833.39	Film Group	2,947.15
37.00	Recording Group	19.40
418.05	Archives/Research	941.22
846.00	Library	427.10
$31,581.22		$34,245.13
$32,220.94	**NET OPERATING SURPLUS BEFORE EXTRAORDINARY ITEM**	$26,347.55
—	Extraordinary item — museum grant	$23,325.00
$32,220.94	**NET OPERATING SURPLUS**	$49,672.55

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

OFFICE BEARERS 1985-86

Patron: A. S. Reiher.

Life Members: J. Y. Harvey, J. E. Wilkie, A. C. Hill, E. Quinlan, C. Craig, G. Dee, J. C. Brough, R. S. Bruce.

COUNCIL

President: G. A. Peterson.

Vice-Presidents: I. V. Jenkin, N. A. Pearson (on leave of Absence†).

Secretary: R. G. Bramley.

Treasurer: P. T. Jeeves.

Councillors: I. R. Bird, B. J. Eadie, I. C. Lornie, W. M. Matthews, B. J. Pretty (Mrs.), P. J. Silva.

Immediate Past President: E. J. Hogan.

Museum:
Chairman/Manager: N. Pearson.
Secretary: P. Jones.
Committee: F. J. Beggs, T. Clark, P. Jeeves, I. Lornie, W. Matthews, E. Pretty, D. Palmer, G. Precious,† T. Precious.
Works Supervisor: I. Bird.*

Museum Development: Chairman: J. Wilkie.
Members: A. Hill, N. Pearson,*† E. Pretty, G. Peterson.*†

Tours: Chairman: I. Lornie.*
Secretary: D. Goodwin.
Members: J. Beggs, B. Eadie, P. Keen, F. Londey, J. Mason, S. Moore, B. Payne, R. Tralaggon, L. Goodwin (Mrs.), B. Leydon.

Publications: Chairman: I. Jenkin.*
Members: I. Cutter, G. Gregson, F. Londey, P. Silva, R. Carlisle,† J. Dare,† J. Harvey.

Newsrail: Chairman: P. Silva.*
News: J. French,† P. Clymo.†
Advertising: M. de Josselin.
Layout Production & Pictorial: F. Cross.
Articles: R. Watts. Assistants: J. Dare, P. Bainbridge.

Sales: Manager: G. Gregson.
Assistants: B. Leydon,† F. Knuckey, J. Beggs, I. Lornie,* B. Lornie, G. Carmichael, M. Martin, L. Duggan.

Archives: Convener/Secretary: R. Bruce.
Members: G. Brown, R. Carlisle, P. Dunn, A. Gunzburg, B. Herbert, P. Silva,* G. Watt.

Entertainment & Slide Competition:
Convener: I. Jenkin.*
Members: R. Bramley, V. Findlay, I. Lornie, G. Gregson, P. Churchley.†

Sound Recordings: Convener: G. Peterson.*
Member: E. Etherton.
Advisor: C. Craig.

Finance Committee: Convener: P. Jeeves.*
Members: E. Hogan, N. Pearson, E. Pretty, R. Bramley, G. Peterson.

Film Group: Officer-in-Charge: R. Seccombe.
Members: I. Jenkin,* D. Kidd, D. Milk, J. Smidt, R. Bramley.

Research: Convener: P. Silva.*
Members: R. Bramley, I. Stuart, G. Veldwyk.

Social Committee: Mesdames B. Beggs, B. Lornie, M. Broecks, Mr. J. Beggs, Mr. I. Lornie.*

Library: Librarian: D. Palmer.
Assistants: P. Churchley, T. Churchley, M. Martin, R. Bramley.*

Curator of Rented Premises: W. Matthews.

Steamrail Victoria Ltd.: I. Lornie,* J. Beggs, W. Stuchberry.

Secretariat:
Membership Officer: N. George.
Printing: D. Palmer, R. Bramley, G. Carmichael.
Mailing Officer: Mrs. L. Drummond.
MNL Editor/Mailout Co-ordinator: R. Bramley.
National Competitions: R. Bramley.
Victorian Bulletin Editor: G. Veldwyk.
Exhibitions Officer: R. Bramley.
Honorary Legal Officer: No appointment made.

*Council Liaison Officer.

†Part Year Only.

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McCaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-78	W. C. Rapley
1978-81	E. W. Pretty
1981-82	E. J. Hogan
1982-83	E. W. Pretty
1983-85	E. J. Hogan
1985-	G. A. Peterson

*Foundation President of the Victorian Division

Australian Railway Historical Society

VICTORIAN DIVISION

(Incorporated in Victoria)

ANNUAL REPORT AND FINANCIAL STATEMENT FOR THE YEAR ENDING 30th APRIL, 1988

PRESIDENT'S REPORT

The Society has had a successful year in the broad range of activities that we participate. The success is primarily due to the work put in by a small group of members for the benefit of the majority of members.

The Society's policy is to extend to the current Director-General of Transport the invitation to become the Patron of the Society. With the resignation of Mr. Russel Ingersoll from the Director-General's position in December 1987. We expressed our appreciation for the assistance he provided during the short period he held the position of Patron.

We welcome Mr. John King the current Director-General of Transport who has accepted the role of Patron of the Society.

One of the major highlights of the Society's year was the completion of our Bicentenary activity, the film "Ninety Percent Men". We were not successful in receiving a Bicentennial Grant to make the film so the Society funded the film from our resources. Our congratulations go to the Film Group for the highly successful film they produced.

The Museum has continued to press for facilities to house the exhibits. A submission was put to the Ministry of Transport for access to Newport Workshops East Block should it become available as a result of the V/Line Workshops Strategy Plan. The Ministry recently called a meeting of interested parties with a view to consider the possible redevelopment of the old Spotswood Workshops. In the meantime the Museum is pushing ahead to provide rail access with the view to rearranging the trackwork prior to potentially roofing our current site.

The Sales Department have continued to be one of the financial backbones of the Society. While their visible presence is evident at our Entertainments Meeting and at Exhibitions the major part of their work is behind the scenes.

Supporting the Sales Team is the Publications Group who have a number of publications in the pipeline. The major release for the year was the book which was a joint operation with an outside Publisher by Jim Harvey *The Never Never Line.*

We extend our thanks to Peter Clymo for the work put in as News Editor of *Newsrail.* Denys Potts has taken up the challenge and with the rest of the *Newsrail* team will continue to produce Victoria's No.1 Railfan magazine.

Your support has been evident with the successful running of a wide variety of tours throughout the year. We participated with ARE on two major functions namely the Adelaide Queens Birthday Weekend tour and the Echuca Round Trip incorporating the Toolamba to Echuca Centenary. The Tours Committee are to be congratulated with the introduction of Industrial Visits to view different aspects of Railway operations.

The Slide Competition is continuing to receive good support from our members with a varied selection of high quality slides being presented for judging.

The Entertainments Committee have continued to obtain excellent speakers on interesting topics as judged by the strong attendances we continue to obtain at our meetings.

The Council faced the challenge when we were advised that the National Mutual Theatrette was to close and we were fortunate to obtain access to the AMP Theatrette which will provide a regular venue for our Entertainments Meeting in the future.

To make some of the Society's facilities more accessible to our members we have opened the Sales, Library and Archives to our members on Tuesday evenings.

My thanks go out to all those members who make a contribution, no matter how small, to the operation of the Society as a whole. We continue to need your support to assist in any way you can to ensure the future viability of the Society's activities.

I know that I express on behalf of all members of the Society our thanks for 13 years of Secretarial activities by Robert Bramley. Thank you Robert for the effort and guidance you have provided both to myself and to the Society.

SECRETARY'S REPORT

The following are the comparative Membership fi[illegible] for the 1986/87 and 1987/88 Financial year, also included for interest are the comparative figures for 1975/76, the first year I was Secretary.

	1975/76	1986/87	1987/88
Renewals	N/A	1130	1099
New Members	N/A	59	66
Total Membership	977	1189	1165
Bulletin Subscriptions	715	767	743
Newsrail Subscriptions	1363	1464	1440

Once again the Society has recorded a drop in overall membership. The problem seems to be with holding members as opposed to attracting new members.

Also at the request of a number of members I set out the number of Council meetings attended by Councillors during the year. All Councillors were entitled to attend 10 Council meetings between September 1987 and June 1988. It should be noted that allowance should be made for illness and work commitments.

	Number Attended
G. A. Peterson	9
I. V. Jenkin	10
P. S. Silva	9
R. G. Bramley	10
P. T. Jeeves	7
P. S. Churchley	7
B. J. Eadie	8
D. J. Goodwin	7
G. W. Gregson	10
I. C. Lornie	9
A. J. Stillman	8

As most members will be aware, that after thirteen years as Secretary of this Society, I have decided to retire. Those thirteen years have seen a lot of changes to both the Society and to the Council, not all of them for the better.

When I was first thrust into the position of Secretary we were on a completely manual system for the mailout with the members' newsletter being printed on antique printing machines that had definitely seen better days, however with a membership of 977 it was possible to get everything done. But as the membership began to increase and also non-member subscriptions to *Newsrail* increased the complexity of the mailout meant that we had to get new printing machines and transfer the membership records to computer. The demands on the Secretary have gradually increased and combined with

the complex legal requirements needing to be considered, the Secretary's job has gone from bad to worse. Being always at the end of the line, I have had to virtually revolve my whole life around the requirements of the Society. Rest assured I did not mind – in fact I enjoyed the constant battle to beat deadlines, either self imposed or Council imposed.

But in later years this enjoyment has been taken away by certain members of the Society playing politics and appearing to make the Secretary's job as difficult as possible by not doing their own jobs until beyond the limits set down, and then complaining when they, for example, could not include an item in the mailout.

The difficulties experienced on Council have on the whole been settled by discussion. The one difficulty which I mentioned in my last report on the difficulty in getting all Councillors to agree on a suitable evening for Council meetings, has largely, been resolved, but is a point to be remembered by those contemplating standing for Council.

During the year the Society participated in three Model Railway exhibitions, in order being Box Hill and Waverley for the Waverley Model Railway Club and also at Camberwell for AMRA. Since then we have participated in two others over the one weekend in June, namely Ballarat and Box Hill. These exhibitions are an excellent way for the Society to keep its name before the General Public, and to obtain relatively cheap publicity for the Museum and membership of the Society, as each exhibition brings a flood of requests for information about the Society and the Museum. The Sales Department also finds them a useful source of revenue. Reading through my thirteen Annual Reports, I have found a common theme running through. This theme continues to this day, and that is the lack of volunteers to take on the many various jobs within the Society. This of course means finding the right person for a particular job. It should be realised that putting the wrong person into a particular job is worse than having no one in the job in the first place as it usually means that someone has to be taken from their own job to assist sorting out the problems caused by having the wrong person there.

Finally I would like to thank all those many many people who have assisted me during my term as Secretary. These people, both within and outside the Society have made it possible for me to complete a most enjoyable, on the whole, term as Secretary. I trust that the Society will be able to sort out its problems, but I must admit I am not hopeful.

PUBLICATIONS

Although all members of this committee have met regularly and worked hard throughout the year, the period under review has been one of considerable frustration. Indeed, when reading the 1987 report one is forced to ask where we have gone from there.

Despite the fact that the committee believed that the 1988 Calendar was visually a better product than the one produced in 1987 sales figures continue to decline and faced with a railfan market that is already oversupplied with calendars the decision has been taken to withdraw from production of a 1989 calendar. This decision was not taken lightly, but when faced with the fact that your funds that we invest in production of the calendar would probably earn more for the Society if left invested in the bank the decision made was probably inevitable.

We would take this opportunity, however to thank the one in four members who have loyally supported the calendar with their purchases and the many photographers from all over Australia who have contributed slides for selection.

With *The Never Never Line*, Jim Harvey produced an outstanding piece of railway history about one of the most fascinating railways in Australia. Sales of this book have been steady, but the size of the project has meant that the Society has not yet recovered the outlay made on it. If you do not yet own a copy we urge you to buy one.

In the latter part of the year the committee has given considerable thought to ways in which assistance can be given to the Society Sales Department in marketing our products. As part of this new thrust in the marketing area considerable time and effort has been spent in developing a marketing package for the film and video tape *90 Per Cent Men,* which is due for release in June of 1988. Considerable thanks must go to member Steve Malpass of "The Design Group Malpass and Burrows" for the professional expertise and assistance that he has given developing this product.

Probably our best seller for the year has been the Colouring Book which is rapidly approaching its third impression!! The Publications Committee would very much like to produce an additional colouring book and if any member is a draftsperson and could devote some of their time to producing a series of tracings for use in such a publication, we would like to hear from you. Work has continued on a number of future publications.

Barrie Eadie's book on G.M. Diesels draws steadily closer to production. David Beardsell, John Buckland and Norm Cave are also close to the production of a final draft for their book on Victorian Railways locomotives.

Chris Pearce continues to develop his text for a history of the S class Pacific Locomotives.

Several smaller publications are in the course of production, so there is the possibility that the results of the forthcoming year may be better than the one that has just past.

One or two members of the committee have also spent a large amount of time in preparing the text for the Official Programme of Aus. Steam 88.

The great need that the committee faces in the coming year is manpower. This does not mean a full time commitment to the committee, but rather to find members who have special skills which they can devote to a particular project which can then be brought back for production. From time to time we make requests for this type of assistance in the Members' newsletter. We trust that you will respond.

NEWSRAIL

It has not been an easy year for the *Newsrail* Committee. Conscious of falling sales from the previous year, efforts were made by the committee to improve the magazine in a number of ways. Attention was paid to the style of the magazine and the production process with the aim of giving *Newsrail* a more uniform appearance and reduce the likelihood of errors being made. Of more interest to readers is the content itself and this also received attention. Efforts were made to find a wider range of informative articles which in some cases looked at aspects of railways which were new to *Newsrail.* Unfortunately,

the efforts of the committee have passed without comment from readers except for sales continuing to decline.

The lack of feedback from readers is of concern to the committee. Over the years there has been a number of small changes to the magazine which have passed without comment from readers. It is rare for anyone to say they liked or disliked an article or commented on what news topics interested them. A direct attempt to involve readers in the decision of whether or not to include tram reports in *Newsrail* has generated comment from only 1% of our readers. Without feedback the committee is not able to determine what it is doing that is right and, more importantly, what it is doing that is wrong.

To close this report, thanks must be given where it is due. Firstly thanks to Peter Clymo for his two and a half years effort as News Editor. The *Newsrail* committee wish Peter well in his forthcoming term as President of the Eaglehawk Lions Club. Thanks are also due to Denys Potts who joined the Committee to take over from Peter and also to Alan Williams who is assisting with *Newsrail's* production. Finally thanks to all contributors to *Newsrail.* Without your contributions, *Newsrail* would be blank pages!

RESEARCH

Upon completion of this Division's input to the Bulletin Bibliography, the Research Group again became inactive. The lack of a meaningful and distinct role within the Society provides little incentive for action especially for those committee members active in other areas of the Society. Arguably, to be a credible historical society, we should be actively promoting and supporting historical research. The concept of a Research Group and its function will require consideration by the incoming Council. Members are welcome to communicate their thoughts on the need for and role of a Research group.

ENTERTAINMENT AND SLIDE COMPETITION

The presentation of the Monthly Entertainment Meetings requires a considerable amount of behind the scenes work from a number of committees and individuals.

The Entertainment and Slide Competition Committee is responsible for setting the year's programme and organising the guest speakers. These meetings are made all the more enjoyable by the efforts of Jim and Betty Beggs and Ian and Beryl Lornie who provide the interval refreshments. Also present are the Sales Department staffed by George Gregson and his helpers and the Archives Secretary, Ray Bruce who prepares and presents the archives segment.

After analysing the previous year's programme the committee decided to increase the number of Film Group showings. According to attendance figures these nights are very popular amongst the members. We owe their success to Roger and Jerry of the Film Group.

The March meeting saw the bowing out of the National Mutal Theatrette. National Mutual are closing their theatrette to make way for new developments. Over the past ten years our many thanks go to Derek Tucker who has organised and operated the audio-visual facilities at the theatrette.

April saw our first meeting at the AMP Theatrette. Although we haven't been able to book our usual meeting nights toward the end of this year, AMP is set to become our regular meeting place in 1989. Our thanks also to Joe Glasson for his assistance in the audio-visual department at AMP.

The Slide Competition was once again well patronised particularly towards the end of the 1987 calendar year when a close competition formed for the points leader.

The aggregate points for the end of 1987 stood as follows –

1st	Michael Schrader	27
2nd	Stuart Turnbull	24
3rd	Chris Brownbill	15

The December "Winner of Winners" competition was awarded to Stuart Turnbull for his January winner (Flat Topped "T" Class).

We offer our congratulations to Michael Schrader and all the other point scorers throughout the year. We also wish to thank the Judge who is now in his second year continuing the high standard of judging.

Syllabus items for 1987/88 were as follows –

1987	May	Philip Dunn – Construction of V/Line's "N" class locomotive.
	June	Peter Evans – Light railways of the Alexandra/Rubicon districts.
	July	AGM and John Hearsch.
	Aug.	Keith Kings – Melbourne trams prior to 1919.
	Sept.	Jim Harvey – Northern Australian Railway
	Oct.	Stan Flaterly Film Night
	Nov.	David Burke – Henry Deane of the Commonwealth Railways
	Dec.	Annual Film Night
1988	Jan.	Don Potts – "Doggies Forever"
	Feb.	Len Dorrick – Steamship "Wattle
	March	Film Group
	April	John Buckland/Jack McLean/ John Fogarty

SALES DEPARTMENT

The last twelve months have again been fairly busy for the Sales Department.

Income from the sales counter at the monthly entertainments meetings was slightly down on the previous year due to there not being many new products. Outings for the sales counter on tours were limited to three during the year which all returned good takings.

Since the sellout of the 1985 Calendar, sales have, unfortunately, been steadily declining. Despite reducing the print run, sales of this year's calendar dropped further to such an extent that one quarter of them were not sold despite promoting the product to all our usual outlets. This is causing concern as to the viability of printing a calendar for the Society, especially when only one in every four members of this Division of the Society purchases it.

Just before Christmas, Jim Harvey's book *The Never Never Line* arrived from the publishers and sold quite well to our members on the pre-publication offer. This 368 page book on the North Australia Railway is a credit to him.

Due to the publication of this book, the value of stock on hand has increased considerably despite stocks of many of our other products reducing.

Exhibitions again featured as major money earners for the Society as well as giving good publicity. The AMRA Exhibition at Camberwell was again very successful with takings down slightly on last year. We also participated in the Waverley Model Railway Club's two exhibitions at Box Hill and Glen Waverley.

Thanks must be extended to the members who have assisted on the sales counter at our monthly meetings and exhibitions.

With one book up to the layout stage and an anticipated busy time during Aus Steam in October, all looks well for the Sales Department in the ensuing twelve months.

FILM GROUP

With the Film Group celebrating its quarter century in 1989 it's always salutary to examine one's aims against achievements in order to determine a worthwhile set of objectives for further action.

As I see it, two areas of activity are paramount in the work of the Film Group: production and distribution. I believe the Group can take some satisfaction with the extent of film production that has been achieved over the years, and especially the range of overall quality that has been built up over past productions. Needless to say the challenges still exist, especially with the continuing rising costs of film production offset against the relatively small, if increasing, size of the market for rail films and videos.

When it comes to distribution, much work still remains to be done. Especially the need to explore the market and distribution methods in depth. We need to find new and, hopefully, better ways to target the potential audience, to tap specialist areas like education, to look at publicity and packaging of videotapes, apart from the much larger questions of overseas distribution and broadcast television.

Production

Despite considerable fears expressed last year, the Bicentenary production *Ninety Percent Men* was finally completed to meet its premiere deadline. While the dust is still settling and reactions still coming in it's not too soon to express the thanks of the producers to the vast range of people who became involved over the past couple of years in the making of the epic; our first attempt at a television hour documentary, fully shot and completed on film.

Today, with many producers opting out to video when faced with the costs and logistics of large scale documentary film making shooting on film to achieve the highest standards, it's pleasing to see production in the Society remaining on film.

A special thank you is offered particularly to the many rail men and women who became involved, to V/Line and the production teams both in Victoria and interstate.

Ninety Percent Men is now on broadcast video awaiting the commencement of the non-broadcast sales programme.

Initial planning is proceeding on the practicability of mounting a film production on the upcoming Aus. Steam festival in October. Coming, as it does, hard on the heels of the completion of the Bicentenary film the costs and manpower demands have to be closely monitored in planning future productions.

Screenings

Apart from the normal monthly meeting screenings, the special programme of specialist nights at our Windsor Station rooms "theatrette" under the title *Special Collection* have been progressing very happily. We've been getting capacity audiences but, more than that, a marvellously enthusiastic following of dedicated rail film lovers who have been braving the uncertain weather and less than perfect comfort of the Windsor rooms. A big thank you is offered to the growing number of members and friends who have been making the Windsor nights so worthwhile.

As members will be aware, the Windsor nights have made possible access to a range of film material some of which is closed to normal open screenings, to restricted titles and to films from private film collections.

As we go to press, it would appear definite that, for the first time this year, the 1988 Stan Flattely Memorial Film Competition will be able to screen videotape entries at the presentation as a result of the availability of video projection facilities at our new venue at the AMP Theatre.

With the closing of an era of screenings at the National Mutual Theatre, we'd like to offer publicly our thanks to projectionist Derek Tucker for the wonderful way he has looked after screenings over the years. Thanks so much, Derek.

Archives

With the distribution of the new Archive Catalogue over the past year, increasing interest has been generated in the Archive from commercial producers seeking stock footage for their productions. The Film Group now awaits arrival of new storage facilities to better facilitate preservation of the motion picture archive in addition to making easier the problems of catalogueing and access.

Sales, Library and Research

As already mentioned above, the only area for comment this year is the need to examine the whole area of distribution, sales and publicity for our own film productions and also for other films in the film archives.

While broadcast sales remain an optimum goal, the extension of home video sales is paramount in returning revenue against future productions.

STEAMRAIL

Introduction

Steamrail Victoria Ltd. consists of a ten seat board of which A.R.H.S. appoints three board-members, A.R.E. three, with the remaining four elected from within Steamrail. This arrangement ensures a close relationship between Steamrail and ourselves. A.R.H.S. assists in distributing the Steamrail Members Mailout to joint A.R.H.S./Steamrail members who in turn enjoy a discounted Steamrail subscription rate.

1987/88 may be summed up as another good year. Once again all locomotives performed well up to expectations. R761 more than proved itself on the joint Adelaide tour when it was required to run almost nonstop for the full period. One bad dose of coal was all that could slow it down. The March Vintage Train became the

first "Vice-Regal" Steamrail excursion when the Governor-General, Sir Ninian Stephen and Lady Stephen were conveyed to Werribee for the CFA State Championships.

Locomotives and Rollingstock

During the year restoration was stepped up on K183 when it became clear funding for A986 wouldn't allow it to be finished for the Aus. Steam festival in October. K190, originally side-lined for a hot axle box, is currently undergoing a major overhaul of all its axle boxes. This is the first time Steamrail volunteers have attempted this and is a tribute to their mechanical skills that they are able to complete such a highly technical overhaul. K190 should also be in service for Aus. Steam.

In February, diesel shunter M232 was bought from CSR Gypsum at Nowingi and transported to Melbourne where it joins M231 as a second shunting locomotive.

In the past twelve months the Carriage Department has been working hard on upgrading nearly every carriage in the Steamrail fleet. All carriages are now in their best condition since being allocated to Steamrail. The success of 7ABE as the Kiosk Car has been followed up by installing a kiosk in 80BW. Both of these will make a welcome addition to future Society tours.

Elecrail

This year saw the re-introduction to service of 107M, the first "dog box" car to run in 13 years. Restoration on 107M began shortly after its withdrawal in 1974 and proved to be quite a challenge. The 99 year old carriage was almost destroyed midway through its restoration when involved in a shunting accident at Newport. Don Potts gave members a full run down of the trials and tribulations of electric restoration at the Society's January Entertainment Meeting.

This year also saw the re-introduction of Tait motor 327M and the addition of three "L" class and two "E" class locomotives to the Elecrail fleet. A number of Met and V/Line staff have joined with Elecrail and should have L1162 running in "blue and gold" for the Aus. Steam festival.

MUSEUM

The Museum has completed another successful year, but its task would be made easier if it had more support from Council, Society Members and Government Authorities.

Unlike practically all other rail oriented organisations, we have never been the recipients of large outside funding. In spite of this we alone are most probably more viable than others, having little difficulty in meeting our day to day expenses.

Partly as a result of a submission from the Museum for the East Block of the Newport Workshops, and support from the local M.L.A. Mrs Joan Kirnan, the Ministry of Transport has formed a working committee to confer with consultants regarding the future of the old Spotswood Workshops, with one of the preferences being the relocation of the Railway Museum. It would appear that the "Met" will require the East Block.

We are pushing ahead with the relocation and relaying of the tracks at the Museum, and a large percentage of our expenditure has been used in the purchase in sleepers etc., removal of trees and relocating of various exhibits.

Restoration of various exhibits continues at both North Williamstown and Seymour where, with assistance from our good friends the Seymour Loco Steam Preservation Group, diesels T320, Y122 and carriages are being restored. The Museum continues to have co-operative understanding with practically all railway groups.

Full credit must be given to all Museum workers for their dedication to mainly static preservation, most of these exhibits are invaluable and irreplaceable.

The A.R.H.S. Railway Museum continues to preserve for posterity not only the history of Victoria, but also its various railways.

TOURS

The Tours Committee's main objective is to provide tours to places of interest and often on lines that have no regular passenger service. This year has been no exception as you will see from the list below. We thank those members and friends who have booked early.

The Good News

Over the past year, we have noticed an increase in patronage on all tours, whether this has been caused by the many DERM trips or the destination we have chosen. Several joint tours have been conducted with successful results, thanks to the volunteers involved. We hope that this will continue in 1988/1989.

The Bad News

Several reports of people entering into restricted areas and of theft by a few THOUGHTLESS people tend to give us all a poor reputation with the railway authorities. As we are a voluntary organisation which relies heavily on members' co-operation and common sense. Reporting these matters as soon as possible to the Tours Committee for on-forwarding to the railway authority would rectify the situation and stop it from occurring again. REMEMBER: The future of steam and other tours depends on YOU.

What the Future Holds

Once Aus. Steam planning is completed, we will notify members of other tours planned for 1989, hopefully October/November.

The following tours operated during the year.

Adelaide — Wednesday 3rd June to 10th June 1987. "The Broad Gauge Bonanza" was the biggest and the best tour undertaken by Steamrail Vic/Steamranger SA/ARE and ARHS Vic for some time. It was promised to be the once in a life time opportunity to travel through to Adelaide and surrounding area in "old worlde" wooden sleeping cars behind steam. The line to Peterborough (via broad gauge) was to be the last trip and what better way to do this trip but by R761. The R also made an appearance at Victor Harbor. The route: Melbourne-Adelaide - Peterborough - Adelaide - Victor Harbor - Adelaide - Pinaroo - Mildura - Ballarat - Melbourne — totalling 1660 miles (2655 km) using K190 + K153, R761 + 621 (SA). The co-operation and understanding among the volunteers made this tour possible. This tour will be in our memories for many years.

Melbourne Electric Tram Tour — Saturday 25th July 1987. Attendance: 30. "The Grand Union Tram Tour" was a repeat of our popular 1981 tram tour — "The Grand Union Junction", at which a car can proceed left, straight on or

right from each arm of the junction. There are not many left in the world and the one at Balaclava Junction is the only one of its type in Australia. The tour departed from South Melbourne utilising W2 611 and 547. The route used: East Malvern, Carnegie, East Brighton, St. Kilda Beach and North Richmond.

Thanks once again go to the volunteer tram drivers and officers of the MTA.

Echuca Round Trip – 22nd August 1987 – Joint ARE/ARHS. Attendance: 539 – two trains. Two trains departed from Spencer Street within 20 minutes of each other, destination Echuca. Tour "H" ran via Seymour to Kyabram for the centenary commemoration and then continued to Echuca. Tour "E" proceeded via Bendigo to Echuca. Both forward journeys exchanged passengers for the return trip home to Melbourne. Steam Engines used were R761, R707 and K153. It was the first railway society excursion with "Yarra" car since restoration.

The tour was another overwhelming success, thanks to the joint effort of both societies and the co-operation from Steamrail and 707 Operations Group.

Cressy – 3rd October 1987. Attendance: 112. Members were given a surprise when 58RM hauling a MTH trailer became the first DERM to ever venture into the Melbourne Underground Loop bound for North Geelong via Bunbury Street tunnel, Tottenham Goods Yard, Brooklyn and Altona. In its hey day Cressy was a four way junction equipped with all railway facilities. Today Cressy sits alone with an office on a shortened platform.

An excellent day's outing.

Newport Workshop Inspections – 21st, 22nd, 27th, and 28th October 1987 Attendance: 87. Plans to restructure the railway workshops environment throughout the state have been announced for some time. It was an opportune time to visit this area before plans for restructure commenced. Eight different zones were visited at Newport, plus a look at Train Control, Transport House was found to be very interesting.

Spirit of Progress – 50th Anniversary – 14th November 1987. Attendance: 235 Adults – 33 Children. This tour ran to celebrate the 50th anniversary of the Victorian built *Spirit of Progress*. On November 23rd, 1937, the Victorian Railways introduced the first completely streamlined air-conditioned, all steel train in the southern hemisphere, thanks to Mr. (later Sir) Harold Clapp, the then Chairman of the Victorian Railways.

As the memory of this train fades the Society decided to re-enact The *Spirit of Progress* run on broad gauge. The consist of the last blue and gold set of "E" cars in service plus the **Norman** car – the observation car built originally for the *Spirit of Progress*. Our motive power was "R" class "707" at an average speed of 75 km/h to maintain our schedule.

Thanks to "707" Operations for an excellent day's outing with on time running. Lest we forget the good old days.

Stringybark Express – 23rd & 24th January 1988 – Australian Day long weekend. Attendance: 67. This tour gave patrons a chance to travel on the last train from Culcairn to Cowra (NSW) on the XPT from Albury. It was planned for a DERM to be used from Melbourne to Albury, but unfortunately this was not to be as most were out of service when our tour took place. The consist used was a: T class V/R blue and gold locomotive, an RY goods truck, 2 PL carriages, 2ZL guard Van and a cattle truck from the Seymour Locomotive Group.

On Sunday, a run of 165 km/h was enjoyed by all between Albury and Culcairn. After arriving at Corowa for the Federation Festival an enjoyable 2 hours was spent watching the street procession passing through the main street of the township before returning to Wahgunyah for the return trip home via Seymour.

An very enjoyable weekend outing.

Help

On the few large tours we run each year, we need extra assistance from willing people to work as safety officers. The people would be called upon once or twice a year at a reduced fare. If you are interested drop us a line.

Conclusion

We thank those members/non members who have supported us again this year. A special thanks must go to those people and/or societies who have assisted us on the day of these tours.

We look forward to a bigger and brighter year ahead.

ARCHIVES

Progress has been maintained by Archives for the past year although attendances on Tuesday nights has eased to an average of 9-10 per night, but it is apparent that more real research is being done by members which is the real purpose of any archival collection.

Contact has been continued with other Divisions and material has been sent to the N.S.W., South Australian and Tasmanian groups for inclusion in their Archives. Quite a number of requests for photocopied work have been received and fulfilled.

Photographs have been made available for the A.M.R.A. exhibition this year also for the City of Berwick Centenary exhibition which lasted nearly 3 months and for an exhibition in Warragul where 19 of our photographs of the Strzelecki line were displayed. A complimentary copy of the book "Victoria Illustrated" by the James Flood – Harold Paynting Trust, commemorating the 150th year of Victoria was given to this Society as thanks for their assistance in supplying a number of photographs for the book. Our photo collection is being put to good use.

Correspondence amounting to 55 letters for the year has been received and answered, never an easy task (and thankless). Indexing continues, all the articles of Victorian interest from the Bulletins right from the first have been indexed as well as about 10 years of Here and There and the registration of B & W photos have indicated that we have reached approximately 14,500 with more to come. Donations are still being received and much valuable material has been received. Archive colour slides are still being shown at monthly meetings and this is the 8th year of showing and last but not least the committee wish to express their appreciation of the services of Mr. Andrew Stillman as council representative for the year.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

We have examined the Balance Sheet of the Australian Railway Historical Society – Victorian Division as at 30th April, 1988 and the Income and Expenditure Statement for the year ended on that date.

As an audit procedure it was not practical to extend our examination of income and receipts beyond the accounting for amounts received as shown by the books and records of the Society.

1. Subject to this reservation, in our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the Society's affairs at 30th April, 1988 and of the surplus for the year ended on that date.

2. As required by the Companies (Victoria) Code we report as follows:

   In our opinion

   (a) the attached accounts are properly drawn up:

      (i) so as to give a true and fair view of the matters required by Section 269 to be dealt with in the accounts; and

      (ii) in accordance with provisions of that Code.

      and are in accordance with Australian Accounting Standards.

   (b) the accounting records and other records, and the registers, required by that Code to be kept by the Society have been properly kept in accordance with the provisions of that Code.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 9th August, 1988.

By its Partner,
K. B. Macrae

DIRECTORS' REPORT

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1988 and in accordance with Section 270 of the Companies (Victoria) Code report as follows:

(a) Directors in office as at the date of this report are:

Mr. G. A. Peterson	Mr. P. T. Jeeves	Mr. G. W. Gregson
Mr. I. V. Jenkin	Mr. P. S. Churchley	Mr. I. C. Lornie
Mr. P. J. Silva	Mr. B. J. Eadie	Mr. A. J. Stillman
Mr. R. G. Bramley	Mr. D. J. Goodwin	

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $2,477.

(d) No shares or debentures, nor any options to purchase those shares, have been issued by the Company.

(e) There are no significant changes in the state of affairs of the Company during the financial year.

(f) The Company does not intend to significantly extend its operations outside its current activities.

(g) The Directors' qualifications, experience and special responsibilities are set out below:

Name	Qualifications	Experience	Special Responsibilities
Mr. G. A. Peterson	Sales Manager	10 Years	Presidential
Mr. I. V. Jenkin	Secondary Teacher	8 Years	Publications
Mr. P. J. Silva	Engineer	5 Years	Archives/Newsrail
Mr. R. G. Bramley	Office Manager	13 Years	Secretarial
Mr. P. T. Jeeves	Accountant	7 Years	Financial
Mr. P. S. Churchley	Manager	1 Year	Film Group/Library
Mr. B. J. Eadie	Locomotive Driver	1 Year	Tours
Mr. D. J. Goodwin	Bank Officer	2 Years	Tours
Mr. G. W. Gregson	Bank Officer	2 Year	Sales
Mr. I. C. Lornie	Retired	6 Years	Tours/Steamrail
Mr. A. J. Stillman	Bank Officer	2 Years	Steamrail/Archives

DIRECTORS' REPORT (Continued)

(h) The Articles of Association specifically prohibit the payment of any dividends.

(i) The Company's operations cannot be split into separate divisions.

(j) Matters or circumstances have not arisen since the end of the financial year that have significantly affected, or may significantly affect:

(i) The operations of the Company.

(ii) The results of these operations, or

(iii) The state of affairs of the Company in subsequent years.

(k) No Director has an interest in any contract made, or proposed contract to be made with the Company.

(l) Since the end of the previous financial year no Director has received or has become entitled to receive a benefit by reason of a contract made by the Company, or a related corporation, with the Director, or with a firm of which he is a member, or with a Company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by –

G. A. Peterson, Director

Dated at Melbourne this 28th day of July, 1988. P. T. Jeeves, Director

STATEMENT BY DIRECTORS

We, Geoffrey Alexander Peterson and Phillip Tasman Jeeves, being two of the Directors of Australian Railway Historical Society – Victorian Division, do hereby state in accordance with a resolution of the Board of Directors:

(i) That in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1988 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1988.

(ii) At the date of this report there are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

(iii) The accounts have been prepared in accordance with approved accounting standards.

G. A. Peterson, Director

Dated at Melbourne this 28th day of July, 1988. P. T. Jeeves, Director

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1988

1987		1988
	SOCIETY FUNDS	
$93,348	Accumulated Funds	$94,548
146,058	Museum Preservation Fund	147,335
7,825	Steam Preservation Fund	7,825
6,131	Museum Building Fund	6,131
$253,362		$255,839
	These Funds are represented by:	
	CURRENT ASSETS	
200	Cash on Hand	200
55,978	Cash at Bank	–
10,852	Trade Debtors	12,178
(1,371)	Less – Provision for Doubtful Debts	(1,371)
5,284	Sundry Debtors	1,069
1,420	Prepaid Expenses	1,718
73,439	Stock on Hand	79,179
$145,802		$92,973
	LESS CURRENT LIABILITIES	
–	Bank Overdraft	4,090
14,457	Trade Creditors	1,701
38,328	Tour Receipts in Advance	3,951
36,683	Other Creditors	15,000
$89,468		$24,742
$56,334	**Net Current Assets**	$68,231
$83,982	**Plus Investments**	$67,934
	PLUS NON-CURRENT ASSETS	
58,641	Additions	8,945
54,674	At Cost	113,315
1,495	At Council Valuation 17.6.77	1,495
18,450	At Council Valuation 18.12.78	18,450
$133,260		$142,205
$20,214	Less Provision for Depreciation	$22,531
$113,046		$119,674
$253,362		$255,839

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR THE YEAR ENDED 30th APRIL, 1988

1987		1988
	INCOME	
$15,746	Membership Subscriptions	$15,266
52	Enrolment Fees	190
5,770	Interest Received	3,339
1,331	Donations/Other Income	282
23,010	Surplus from Sales	23,844
4,512	Surplus from 'Newsrail'	4,700
3,181	Surplus from 'Bulletin'	2,473
$53,602		$50,094
	LESS EXPENDITURE	
2,433	Direct Service to Members	2,140
35,215	Administration	34,388
4,681	Film Group	12,458
113	Recording Group	140
425	Archives/Research	959
1,105	Library	118
$43,972		$50,203
$9,630		$(109)
$2,733	Surplus from Museum	$1,277
1,987	Surplus from Tours	1,309
$14,350	**NET OPERATING SURPLUS BEFORE EXTRAORDINARY ITEM**	$2,477
$39,576	Extraordinary item – tourism grant	$–
$53,926	**NET OPERATING SURPLUS**	$2,477

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

OFFICE BEARERS 1987-88

Patron: John B. King.

Life Members: J. C. Brough, R. S. Bruce, C. Craig, G. A. Dee, J. Y. Harvey, A. C. Hill, E. Quinlan, J. E. Wilkie.

COUNCIL

President: G. A. Peterson.

Vice-Presidents: I. V. Jenkin, P. J. Silva.

Secretary: R. G. Bramley.

Treasurer: P. T. Jeeves.

Councillors: P. Churchley, B. Eadie, D. J. Goodwin, G. W. Gregson, I. C. Lornie, A. J. Stillman.

Museum:
Manager: N. Pearson.
Committee: P. Jeeves*, W. Matthews, E. Pretty, D. Palmer, T. Precious, M. Clevett.
Minute Secretary: P. Jones.
Works Supervisor: I. Bird.

Museum Development: Chairman: G. Peterson.
Member: N. Pearson.

Tours: Chairman: D. Goodwin.*

Secretary: Mrs. L. Goodwin.†
Members: J. Beggs, B. Eadie, F. Londey, J. Mason, S. Moore, B. Payne, R. Tralaggan, E. Hogan.

Publications: Chairman: I. Jenkin.*
Members: I. Cutter, G. Gregson, F. Londey, P. Silva, J. Harvey, J. Dare, J. Fogarty, D. Potts.

Newsrail: Chairman: P. Silva.*
News: P. Clymo,† D. Potts.†
Advertising: P. Silva.
Layout Production & Pictorial: F. Cross.
Articles: N. Boow.
Assistants: J. Dare, S. Brown, B. Leydon, A. Williams.

Sales: Manager: G. Gregson.*
Assistants: F. Knuckey, J. Beggs, I. Lornie, B. Lornie, G. Carmichael, L. Duggan, P. Silva.

Archives: Convener/Secretary: R. Bruce.
Members: G. Brown, P. Dunn, A. Gunzburg, B. Herbert, G. Watts, A. Stillman, P. Silva.

Entertainment & Slide Competition:
Chairman: A. Stillman.*
Members: R. Bramley, V. Findlay, I. Lornie, G. Gregson, P. Churchley, I. Jenkin.

Sound Recordings: Chairman: G. Peterson.*
Members: B. Leydon, I. Lornie, I. Jenkin.

Film Group: Chairman: P. Churchley.*
Officer-in-Charge: R. Seccombe.
Members: I. Jenkin, D. Kidd, R. MacLennan, D. Milk, J. Smidt.

Social Committee: Mesdames B. Beggs, B. Lornie, M. Broecks, Messrs. J. Beggs, I. Lornie.*

Library: Chairman: P. Churchley.*
Librarian: D. Palmer.
Assistants: T. Churchley, M. Martin, R. Bramley.

Curator of Rented Premises: I. Lornie.

Steamrail Victoria Ltd.: A. Stillman, J. Beggs, W. Stuchberry.

Secretariat:
Membership Officer: R. Bramley.
Printing: D. Palmer, R. Bramley, G. Carmichael.
Mailing Officer: Mrs. L. Drummond and Family.
National Competitions: R. Bramley.
MNL Editor/Mailout Co-ordinator: R. Bramley
Exhibitions Officer: R. Bramley.
Victorian Bulletin Editor: P. Silva.
Honorary Legal Officer: No appointment made.

*Council Liaison Officer.

†Part Year Only.

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McCaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-78	W. C. Rapley
1978-81	E. W. Pretty
1981-82	E. J. Hogan
1982-83	E. W. Pretty
1983-85	E. J. Hogan
1985-	G. A. Peterson

*Foundation President of the Victorian Division

Australian Railway Historical Society

VICTORIAN DIVISION

(Incorporated in Victoria)

ANNUAL REPORT AND FINANCIAL STATEMENT FOR THE YEAR ENDING 30th APRIL, 1987

PRESIDENT'S REPORT

I am pleased to advise the Society has experienced another successful year across the broad range of activities we have been involved with.

The Society has continued the initiatives reintroduced last year to strengthen the bonds with the other enthusiast's groups. Excellent results have been achieved particularly with A.R.E. on our joint Tour activities.

While we have retained our association with all other live steam and operating groups this has been fragmented and we still need to work to overcome the problems that still exist within certain sections of the Society.

Against the problems of rising costs and lack of patronage on some trips the Tours Committee have organised a wide selection of tours to cover all tastes. The society continued its Centenary activities with the running of the Warracknabeal Centenarian. We again saw the successful Steam, DERM, and Tram trips culminating in the unique "Steam on the Bay".

The rapidly rising V/Line costs and the reduced number of lines available appear to make joint tour planning such as "Broad Gauge Bonanza" to Adelaide with A.R.E., to be the future trend for all major tours.

The Film Group has continued in its quiet way with the release of its latest production *Moving People*. With its limited number of members it is proceeding with our Bicentenary film project *Ninety Percent Men*. The innovation of the Private Collection screenings is opening up to our members Archival Film material which we may not get the opportunity to see again. Well done.

We have seen this year the culmination of a major improvement program at the Museum with the completion of the Victorian Replica Railway Station Entrance building, the 'Bill Fairlam' Model Railway Display Room and the completion of the *Yarra* Parlor Car restoration.

Our thanks in particular go to the Staff and Apprentices of the Newport College of TAFE for the major contribution they provided in the building of the Station Entrance.

We still have a major challenge ahead at the Museum to provide adequate coverage and protection for the exhibits as well as providing display area for the new items being made available by the Railways.

The Sales Department is one of the backbones providing part of the financial base to the Society and it is encouraging to see the effort put in by our Sales Team to ensure its success. They have been supported by our participation in both the AMRA and Waverley Model Railway Exhibitions. These exhibitions also allow the Society to promote itself and increase our membership base.

The support of the Publication Committee with the release of *Cross Country* and the National A.R.H.S. Calender provides a continuing base for the Sales Group to grow. The Publications Committee have been extremely active in encouraging our members to pursue the research and collation of material necessary to ensure a steady flow of books and publications in the future.

The *Newsrail* Team while experiencing some changes in their Editorial, membership is continuing to grow in stature and lift the standard of the magazine.

Your support at the Entertainment's meeting is an expression of thanks to the team that organises all aspects of the meeting evenings including arranging Guest Speakers, Archives, Slide Competition and the refreshment facilities.

We thank both members and retired Railway men and their families for the ongoing contributions being made to our Archives at Windsor.

There are many members behind the scene who go to make up the operation of the various sub-committees and hence the Society successful. It is not possible to acknowledge each individual but the Council does express its thanks for the contribution you may make.

This work force needs to be refreshed regularly with new blood. We need more members to take up the challenge and become involved in the Societies activities. It is your support that is required to ensure the Society continues to develop and grow.

SECRETARY'S REPORT

The following are the comparative Membership figures for the 1985/86 and 1986/87 Financial years:

	1985/86	1986/87
Renewals	1140	1130
New Members	86	59
Total Membership	1226	1189
Bulletin Subscriptions	835	767
Newsrail Subscriptions	1519	1464

For the third consecutive year the Society has recorded a drop in membership, as well as failing to attract new members to increase or at least maintain our current membership levels. Combined with the drop in subscriptions to *Bulletin* and *Newsrail* the figures present a disturbing trend which must be reversed. It is true that the cost of membership is rising and the cost of subscribing to the magazines produced by the Society is increasing, but these increases are barely covering the costs of maintaining the Society services to members.

The problem of costs within the Society will be further looked into to try and contain them so that rises in membership fees can be kept as low as possible. Every effort is made within the administration of the Society to ensure that costs are kept as low as possible, but increases are inevitable.

My thanks are extended to the few who are on call to assist with various jobs that need to be done within the administration of the Society. Members of the Library committee have found themselves doing other jobs on many occasions.

Once again the special thanks of the Society must go to my family for the job they do each month in preparing the monthly mailout for posting. With recent changes in the requirements for Registered Publications their job has been made just that much harder, but they have never let the Society down and delayed a mailout since taking over, and I might add, taking one worry from the Secretary.

The computerisation of the membership records is gradually settling down to be routine, although like all modern machines it is prone to breakdown (usually at the most inconvenient time) and to forgetfulness, although these are becoming fewer each month. My thanks to Brian Comport and his staff of ladies for their understanding why the Society works at night and at weekends.

What will happen to the Society in the coming twelve months I don't know. We are facing increased competition for our magazines and books from commercial publications, our tours are almost pricing themselves out of the market due to cost increases from V/Line and the reluctance on the part of tour patrons to book early. Government regulation is becoming a major source of concern as to the various regulations the Society has to comply with. I find that I am spending more and more time on checking into these various regulations to see to what extent they concern the Society and its operations.

The threat of litigation over personal injury at any Society function has forced the Society to spend large amounts in Public Liability insurance. Other insurance policies are also necessary to cover many of the risks involved in running this Society.

The Council of the Society has been keen to see that the Society works well within itself and with other groups of railfans both inter and intrastate. Elements within and outside the Society seem to have different ideas, and if allowed to prevail will lead to the destruction of the railfan movement as we know it. Sure what we have is not perfect, but at least most

groups are talking to one another, and most times, co-operating with one another.

One disturbing aspect of the Council year has been the extreme difficulty of getting the members of Council together for a meeting. A number of meetings have been unable to proceed at the appointed time due to members of Council being unable to attend until well past the appointed time for the start of the meeting. A large number of Council meetings have been able to proceed with the bare minimum of Councillors present. It is to be hoped that the new Council will be able to agree on a mutually convenient meeting night, to ensure that a full representation of views can be canvassed at these meetings.

EXHIBITIONS

The Society once again participated in three exhibitions during the year, being Box Hill (June), Waverley (October), and the A.M.R.A. Exhibition at Camberwell in March.

All exhibitions went well with our participation being supported by the people attending the exhibitions.

In the next twelve months we hope to be able to attend the same three exhibitions and in 1988 we should be doing at least four plus any other that may come up.

My thanks to all those who have assisted during the exhibitions, before, during and after.

STEAMRAIL

Introduction

On the 29th May 1980, A.R.H.S. and A.R.E. formerly applied for the Steam Preservation Co-ordinating Committee to become incorporated as a separate body. Four days later, Steamrail Victoria Ltd. came into existence.

Today, Steamrail consists of a ten seat board of which A.R.H.S. appoints three board-members, A.R.E. three, and the remaining four being elected from within Steamrail. This arrangement ensures a close relationship between Steamrail and ourselves. The obvious benefit to ourselves being in the running of steam tours where Steamrail provide the locomotives and rollingstock. Joint A.R.H.S./Steamrail members also enjoy a discounted subscription rate.

Locomotives and Rollingstock

Throughout the year, Steamrail has continued to operate K153, K190, Ballarat based D³639, and of course its flagship R761. Early last year, J550 was "externally restored" for static display and swapped for A²986 at Warragul. Since then, restoration has proceeded slowly but surely on the A². The 1986 appeal raised approximately $14,500. In March the boiler inspection was passed with re-tubing to commence shortly.

On the 3rd December 1986, V/Line formerly allocated class leader R700 to the Steamrail fleet. Although a low priority project, the locomotive is currently being assessed for its restoration viability.

Carriage 7ABE has been renovated to provide a proper kiosk area for the sales of food, drinks and souvenirs; something well overdue on the railfan tour.

Elecrail

Electric train preservation began in 1967 when Council approved the acquisition of swing-door cars 12BT and 13BT. When regular swing-door operation ceased in 1974, A.R.E. and ourselves acquired 107M. In Decmber 1980, the two societies agreed that electric train preservation be co-ordinated under the umbrella of Steamrail, and hence Elecrail was formed.

During Victoria's 150th anniversary year, Elecrail was successful in applying to have the State Government restore the four-car Tait set 317M, 208T, 230D, 381M.

With the withdrawal of L class locomotives from regular service, a group of V/Line and Metrail employees are joining with Elecrail to preserve at least one of this class.

Conclusion

By playing a role in Steamrail, we continue to assist in preserving our steam and electric heritage; reviving the memories of the older member and inspiring the younger.

PUBLICATIONS

The past year has been a busy one for the members of the Publications Committee. The Committee has met regularly throughout the year and made considerable efforts to ensure that a steady flow of publications have moved along our production line for ultimate release and sale to members. Although we are not able to report on a large number of major books being released during the year under review, those publications released have sold well and several others are close to production stage.

The 1987 Calendar was produced again this year for national sale by this Division. Faced with increasing competition from two other major railway calendars, sales have again dropped this year. Members were surveyed prior to production commencing on the 1988 Calendar. Based on the results of this survey we hope that the quality of next year's calendar will be even higher and that we shall be able to regain our place in this market.

Although released at the end of the previous financial year, *A Changing Decade* by John Dare, proved to be highly successful and set new records for the level of sales and the speed with which production costs were recovered. Congratulations to John for another very high standard production.

John has continued on the committee following the release of *A Changing Decade* and his advice and critical appraisal of matters is always valued.

As intimated this committee's last report considerable time was devoted early in the year to finding the means to publish *The Never Never Line* by Jim Harvey, unfortunately the total cost involved was beyond the resources of this Division. However Jim has been able to find a commercial publisher who is about to release this book. This Division of the A.R.H.S. has been able to enter a very favourable arrangement with this publisher and so our sales department will be able to offer this book to you at a very reasonable price. We of course urge you to purchase your copy when our pre-publication sales offer is made.

During the year we were also proud to be able to release *Cross Country* by Norm Houghton and Jack McLean. This history of the line linking Ballarat to Colac is selling steadily and has generated considerable interest in the local area as well as amongst our own members. This publication has maintained the high standard established with past line histories as well as introducing several innovations.

At the other end of the railway spectrum the *Colouring Book*, which was produced as an experiment has proved to be an outstanding success. It has sold very well at the Society Museum and at various public exhibitions and is now in its second impression. Plans are well advanced to produce a second edition for sale.

Looking to the future next year promises to equally as busy, if not even busier.

Barry Eadie is still working on the production of a book on GM Diesels and John Buckland, Norm Cave and David Beardsell are making steady progress on their book about Victorian Railways Locomotives. Chris Pearce is working on the text for a history of the S class Pacific Locomotives.

Despite the progress made, the committee finds itself faced with the problem of shortage of workers. Several proposed publications are currently on hold because of want of people

with time to carry them forward. These include a second revised edition of *Speed Limit 20* and a line history of the Warracknabeal line. If any members reading this report feel moved to assist their offer will be gratefully received.

Thanks should be given to all of the members of the committee who have worked on a variety of tasks during the year. Ian Cutter has continued to supervise the final production of our various publications through the printers. George Gregson, who as sales manager, has very effectively promoted our production efforts.

Thanks should also be given to Magenta Press whose staff and management continue to be highly co-operative at all times and have maintained the high standard of work that we have come to expect from them.

The committee has been fortunate in gaining the membership of John Fogarty during the year. John is a University lecturer and his professional knowledge has been of invaluable help to the committee throughout the year. Unfortunately we have lost the services of Andrew Hinde who has joined the R.A.A.F. and been posted interstate, we wish Andrew well in his new career.

Entertainments and Slide Competition

As reported last year the presentation of the regular monthly Entertainments meetings requires a considerable amount of behind the scenes work by the members of this committee. It is the result of their work that enables the interesting and varied programme of guest speakers and other Entertainments items to be presented each month for your enjoyment.

The Entertainments meetings are also made more enjoyable by the efforts of Jim and Betty Beggs and Ian and Beryl Lornie of the Social Committee who have provided tea, coffee and biscuits at the interval break in our meetings. Also the presence of the Sales Department whose well stocked table is staffed by George Gregson and his team of helpers provides an additional attraction to those attending our Entertainments meetings.

As in past years thanks is again due to the Film Group who have provided several interesting evenings of railway films and organised the Stan Flattely Film Award night. Thank you Roger and Jerry.

Thank you also to Ray Bruce of the Archives Committee for his regular presentation of historic and interesting slides.

All of these things would not be possible without the continued co-operation of Derek Tucker and the staff of the National Mutual who without fail ensure that we have full facilities available to us.

The Monthly Slide Competition was well supported during the year once again. Several new entrants were noted submitting slides to competitions and it is to be hoped that they continue to regularly enter and so provide competition for some of our regular entrants. We are sure that there are many other photographers who are taking slides of competition standard and we would look forward to them entering in the near future.

The Aggregate Points winner for 1986 was Michael Schrader with 24 points. Second place going to Andrew Stillman and third to Colin Pike.

The December Winner of Winners Prize went to Andrew Stillman.

We offer congratulations to all who entered and to all who were successful in scoring wins and places.

At the end of 1986 our judge for the last few years, David Jack announced his retirement. We thank David for his involvement and the efforts he put in to setting a high standard of judging of slides submitted. Already our new judge is showing that he is intent on maintaining those standards.

Syllabus Items for Entertainments Meetings 1986-87

1986	May	Tony Sell and Frank Londey — New Zealand Tour.
	June	Dr. John Nicholson — V.F.T. Project.
	July	Frank Stamford — McIvor Tramway.
	Aug.	Mr. Alan Reiher.
	Sept.	Andrew Ward — Station Architecture.
	Oct.	Stan Flatterley Awards.
	Nov.	Ted Payne — Slide Evening.
	Dec.	Annual Film Night.
1987	Jan.	Mr. Alan Hale — Changes in Safe Working.
	Feb.	Dr. S. Joy — Railway Economics.
	March	Film Group.
	April	Bruce Argow — Southern Suburban System.

RAILWAY MUSEUM

The Museum has completed another successful year despite lack of full support from some members and sections of the Society.

The *Yarra* Parlor Car is virtually completed, and was very popular exhibit at the V/Line Bendigo Workshops Open Day along with the other Heritage Train vehicles 2AE, 30AE, 3BCE and locomotive R707.

Museum allocated carriages 43BPL and 29BCPL have been lifted, overhauled and painted at Seymour in co-operation with the Seymour Loco Steam Preservation Group, and both have been used on Society Railmotor trips. Car-van 4BCE is receiving, and van 7CV will receive similar treatment at Seymour. All will be stored in the S.L.S.P.G. fenced security area, and will be under cover within six months when their building is completed through a C.E.P. funded scheme. This will probably be the safest storage in Victoria to secure exhibits.

Thefts from our vehicles in the Newport area have been very disturbing, and now many have been relocated in the Spotswood area, which is also prone to professional theiving as well as vandalism.

Locomotives H220, ASG No.33, S.E.C. loco No.37 and wagon No.637 have been repainted at the Museum, as well as maintenance on other exhibits.

The main exhibits received during the year include diesels F202, F216 (formerly S.E.C. No.2), Horsebox, and a ZLP and CP van.

The large station clock has been restored to working area and is a key exhibit in the station. In addition to the watchman's master clock received from the Ballarat Workshops, we have acquired a number of other exhibits for display.

The Open Day on April 26th was a great success when the local Member, Mr. G. Stirling, M.L.A. officiated, and was supported by Mr. J. Hearsch, Chief General Manager, Transport Operations Division, V/Line; Mr. D. Watson, Group Manager Operations, Metrail; Mr. G. Brown, former Chairman of Commissioners, Victorian Railways; as well as representatives from the State Electricity Commission of Victoria, Victorian Tourism Commission, V/Line, Metrail, Newport College of TAFE, kindred societies and many members of the public.

The events celebrated at the Open Day were:

1. Official Opening of an 1887 Replica Victorian Railway Station. (Constructed by Staff and Apprentices of the Newport College of TAFE.)
2. 25th Anniversary of the Official Opening of the Railway Museum.
3. Official handing over of State Electricity Commission Loco No.37.
4. Official Opening of the 'Bill Fairlam' Model Railway Display Room. (Donated by Mrs. Ruth Fairlam and family.) This 'O' Gauge V.R. prototype is being relaid by Mr. Alan McKenna and Mr. Rolly Evans who was a former Chairman of the Railway Museum Committee.

5. Locomotive X36, named 'Gerald A Dee'. Gerald, together with Arthur Hill and Eric Quinlan were instrumental in forming the Museum. The Railways, Railway Museum, Seymour Loco Steam Preservation Group and Seven-O-seven Operations combined to dedicate this engine for his perserverence and foresightedness.

The opportunity was also taken to present a Railway Museum Certificate of Appreciation to former long service regular workers and friends of the Museum who have assisted in placing the Museum on the high level it has attained after its 26 years of operation.

To all who have supported the Museum over the year we express our grateful thanks.

SALES DEPARTMENT

With 1984-85 and 1985-86 being busy years, the Sales Department has continued in the same manner during the last twelve months.

Revenue at our monthly entertainments meetings was approximately the same as the previous year despite there being only a small number of new items available.

Sales on the limited number of tours operated during the year were heartening, especially the weekender for the Warracknabeal Railway Centenary where the sales counter was set up at the station and was well patronised by the local population. The Society also had a sales counter at the St. Albans station centenary in February and besides having a successful day, it gave the Society good publicity.

With a large number of the 1986 Calendars unsold last year, a reduced quantity was printed for 1987 but even with this reduction, it was not a sellout despite its continued high standard. Plans are well underway with the 1988 Calendar in respect to publicity and it is hoped it will be a complete sellout.

Hudson Power continues to be a good seller for the Society — to such an extent that we have only a quarter of our print run remaining. Since receiving *A Changing Decade* from the printers just over twelve months ago, it has sold exceptionally well and less than a third of the print run remains.

Just before Christmas, our fourth video was released and has proved to be quite popular.

Towards the end of the Society's financial year, Norm Houghton and Jack McLean's book on the Ballarat - Colac line and the Skipton branch line, *Cross Country* was released and to date, sales have been very good.

After record takings at the A.M.R.A. Exhibition at Camberwell over the Labour Day weekend last year, takings this year were down eight per cent but still proved to be a substantial revenue earner for the Society. We continued our affiliation with Waverley Model Railway Club by being invited to their two exhibitions — at Box Hill High School over the Queen's Birthday weekend in June and their annual exhibition at Glen Waverley High School in October. Takings from these were considerably higher than the previous year. We look forward to continuing our working relationship with that Club in the forthcoming year by again attending their exhibitions. We also attended Steamrai's Open Day in November last year which was also successful for the Society.

Income from wholesale and retail sales during 1986-87 were comparable to the previous twelve months and substantially added to Society funds. Despite these figures, stock on hand has increased substantially due to our two new books, *A Changing Decade* and *Cross Country,* and our latest video, FG 4, being taken into stock.

Thanks must be extended to the usual small band of people who assist on the sales counter at our monthly meetings and exhibitions.

The forthcoming year sees one book well into production which has already seen some groundwork done regarding the preparations for advertising which hopefully will see it as being another good seller for the Society and thus ensuring another busy year ahead for the department.

TOURS COMMITTEE

What a year of extremes, this year we have faced good and bad.

Here is some of the Good News

The A.R.H.S. Tours Committee and our kindred body the A.R.E. Tours Committee have met on several occasions to discuss drafts/guidelines which have been agreed on in an endeavour to run successful tours for both A.R.H.S. and A.R.E. Members.

Joint tours such as the "Broad Gauge Bonanza" to Adelaide are being planned and we hope you will support both A.R.E. and A.R.H.S. in our plans to run better joint tours.

The Bad News

As in previous years we have been forced to cancel tours in the main due to lack of patronage as was experienced in our Burrumbeet tour — 11th April, 1987, bookings fell well short of the expected number of patrons and tour was cancelled.

Unfortunately this occurence is happening frequently as bookings must be confirmed with the Railways one month prior to tour date — so please place your bookings as early as possible.

What the Future holds

We hope to notify members of tours planned for 1988 towards the end of this year.

1988 — Bi-centenary

Aust. Steam will be held from 15th-30th October, and will be the biggest Railway gathering held in Australia, with Steam Locomotives coming from interstate and possibly overseas.

Efforts are underway at the present moment with all kindred bodies associated with Railway and at Government levels to make this an event to remember. The A.R.H.S. tours committee plan to help in the organisation of this exciting event as far as possible.

The following Tours operated during the year

Warracknabeal Weekend Tour: 9th-11th May, 1986 (Attendance: ex Melb. 63 — Local 500+). An unfortunate lack of patronage from Melbourne, but an overwhelming response from the local community. Warracknabeal became a festival city that weekend, with banquet meals, local shuttle trips and various celebration activities, including a special plaque being unveiled for the occasion.

Melbourne Electric Tram Tour: 19th July, 1986 (Attendance: 79 passengers). An annual event at this time of year. The tour departed from South Melbourne utilising 'W2' class trams and an 'A' class. The route: South Melbourne beach, Mont Albert, West Coburg, East Coburg and North Coburg termini. Thanks once again go to the volunteer tram drivers and officers of the M.T.A.

"Whistle in the Hills": 6th September, 1986 (Attendance: ex Melb. 211 adults — 70 children; ex Belgrave — 67 passengers). An 'R' class hauled a suburban Harris train to Lilydale and Belgrave via Ringwood. At Belgrave passengers changed over to travel on the narrow gauge thanks to Puffing Billy Preservation Society. Passengers travelled to Lakeside and return.

Bendigo — Dynamometer Test Run: 4th October, 1986. (Attendance: 200 passengers). "How Powerful is the Hudson". Three 'R' class have been restored with one more in line for restoration, and it was time to test their capability. The tour was planned to run in late 1985 however it was deferred once due to total occupation of track on the planned day and the second time due to industrial action. The tour finally ran (third time lucky) and excellent co-operation was received from all involved and the results of the tour were produced in the 1987 April edition of *Newsrail.* An additional tour was planned for 25.10.87, however numbers fell short and the second tour did not run.

Tocumwal — DERM Tour: 15th November, 1986 (Attendance: 100 passengers). The diesel electric railmotor was

booked solid four days after mailing of brochures, the trailer also filled very quickly. Tours using diesel electric railmotors are proving extremely popular. Our thanks go to Seymour Locomotive Steam preservation Group Inc. for the use of 29 BCPL.

'W2' Farewell (Tram) Tours: 13th December, 1986 (Attendance: 25 passengers). 7th Feburary, 1987 (Attendance: 45 passengers). Due to the planned withdrawal of this type of tram from the Melbourne Tramway system, a joint effort was formed by the Tramway Museum Society of Victoria Inc., Association of Railway Enthusiasts Ltd. and ourselves to run a number of farewell tours.

It was unexpected however, due to the need for all available tram stock to become available to transport people to and from Melbourne for the 'Pope Tour' that members of this class reappeared and the final tour planned for June did not run as scheduled.

Steam on the Bay: 14th February, 1998 (Attendance: 82 passengers). This unusual tour had just about everything. Two buses were used to transport half the passengers to Queenscliff with one stop half-way for passengers to travel on both buses, one being a 1954 Clipper the other a '5 star' bus with toilet and video.

The other passengers travelled by Wattle Tug to Portarlington where they were met by bus and transported to Queensliff. All passengers then travelled by railmotor to Drysdale and return. Passengers then exchanged mode of transport for the return trip to Melbourne.

An excellent day's outing enjoyed by all.

Yarrawonga/Mulwala — DERM Tour: 14th March, 1987 (Attendance: ex. Melb. 76 passengers; ex Seymour 19 passengers). This was the second diesel electric railmotor tour to be run during this financial year to a borderline destination. It again proved to be very popular. Thanks to the Seymour Locomotive Steam preservation Group Inc. once again for the use of BPL.

A visit was made to the Mulyarra Ammunitions Factory to photograph their rail tractor.

Tours Deferred: "Whistle in the Hills" (2nd August, 1986) ran 6th September, 1986.

Tours Cancelled: Bendigo — Dynamometer Test Run No. 2 (25th October, 1986). Burrumbeet (11th April, 1987).

Closure

The A.R.H.S. Tours Committee would like to thank Tour Organisers, Booking Officers, all the un-named people who have helped in the running of tours, the individuals and organisations who without your help some tours may not have run.

We welcome any new ideas and offers of assistance — maybe you can help us.

NEWSRAIL

The past year has been a year of change with Sid Brown, Bryce Leydon and Nigel Boow joining the editorial team. Thanks go to these people for their efforts, particularly Nigel who took over as Articles Editor from Richard Watts. Thanks go to Richard, now proof reading for the magazine, for his past efforts. Another retirement during the year was Michael de Josselin who had been Advertising Editor for seven years. Thanks go to Michael for doing a fine job. Peter Silva has taken over as Advertising Editor. Sadly Peter Bainbridge, a member of the editorial team, passed away in June last year. The committee records his passing with deep regret.

Newsrail has continued to be a successful magazine during the year. The trial of full colour centre double page photographs continued with a further three being produced. Reaction, while being generally favourable, has been rather variable which has prompted the committee to look at other ways of using colour in the magazine. The use of some colour is, however, unquestionable. Black and white photographs could not do justice to the pink "Ozride" T class that graced the cover of September 1986 *Newsrail.*

To all those who contributed during the year, a sincere thank you. As always, without your help there would not be a magazine. The production of *Newsrail* involves much volunteer effort and the savings that result are passed on to the readers in the form of a lower price. *Newsrail* now has commercial competition and without the volunteer contributors, it can not hope to survive.

RESEARCH

The Research Group undertook a major project during the year. A bibliography of *Bulletin* is being prepared nationally and the Research Group took part on behalf of this Division. The task required the preparation of abstracts for 280 articles related to Victoria. Thanks to to I. Cutter, M. Schrader, J. Harvey, D. Alexander, P. Silva, S. Turnbull, R. Bruce, L. Richardson, P. Hennell, F. Sutton, J. Fogarty, K. Vanstan, W. Doubleday, M. O'Connor, G. Reynolds and J. Barnes for their assistance with this project The project is continuing and it is hoped that the bibliography will be complete by the end of this year.

ARCHIVES

The past 12 months have shown a sustained interest in Archives and the attendances of a Tuesday open night have remained high and many non members have also visited Windsor station.

The stationmaster's coat and cap donated to this Society a few years ago have been used for centenary celebrations at St. Albans, Sandringham and Terang during the year.

The railway ticket collection is still being added to and this Society now has eleven volumes of sorted and classified tickets for any interested member to inspect.

The Society's collection of color slides which have been shown at the monthly meetings for the past eight years have nearly all been shown so the Committee decided that black and white slides made from photographs of an archival nature should be shown in their place. The first showing of this type of slide was at the April meeting and they were well received.

The Archival material held in the platform level room at Windsor station is being checked on a monthly basis and all unwanted material is being disposed of at the Fairfield Paper Mills.

Donations continue to be received and, where suitable, are being absorbed into the various collections at Archives.

FILM GROUP

Hanging very much over the Film Group Committee this past year has been the prospect of the Bi-centennary. When the Group committed itself to the production of a special film to officially represent the Society for this historic occasion little was it realised how manpower resources would be inadequate to meet the challenge. There are many people outside the Society who think that voluntary work like ours is a "hobby" interest to fill up a few spare hours. For many workers in the Society their full time employment must sometimes look more like their "hobby" activity! For the Film Group the hard facts of manpower availability have hit home: film production has necessitated the use of outside help because Society workers couldn't work on weekdays, when virtually all rail activity required shooting to occur. Unless experienced film makers are available in the future who are either self employed or retired, the problems certainly aren't going to go away. Perhaps all production will have to be contracted out to outside producers. But then we'd soon find that the costs of commercial production were well beyond our means!

Screenings

The trend to reduce emphasis on screenings has continued but has raised unexpected problems: with the deplorable but inexorable move in film distribution from film to video many libraries are closing while others have escalated their pull out from film. The result has been most unfortunate for the serious users of film in the community. Prints are being withdrawn and not replaced; old film classics are being destroyed or becoming unscreenable; new films are not being purchased ("all new purchases will be on videotape" is too often the order of the day). Almost daily our heritage of film sources in Australia are drying up. With few screenings we are faced with the prospect that, if we delay in programming a particular film, when we want it later it just won't be around. Can we afford to see our rail film archives dry up? In desperation we started the *Private Collection* series of film screenings ("before it's too late") so that members may have a chance to see some of the rail film "greats" before they vanish, perhaps forever. But it costs money and the screenings need members continuing support. It also costs in manpower, little of which is available for the normal activities. But then we feel it's worthwhile.

Highlights of programming in the past year must certainly include four classic rail features (some on the "hit" list too). A magnificent new print of the classic David Lean film *Brief Encounter,* the Australian drama *Tall Timber,* the long lost comedy great *The Titfield Thunderbolt* and perhaps the greatest rail drama ever *The Train.* The features tend to overshadow the shorts this year although we did manage some worthy programming there: we presented a particularly vintage selection of archival material at the A.M.R.A. screenings, the Stan Flattely competition produced a top, professionally executed winner this last year in Peter Hansell's *The Up-country Line* (a nostalgic recollection of the earlier days of steam travel in rural Queensland) Peter's film took off both of the top prizes. Best Archive film went to *Minus 20 Plus* by Ronald W. Lennard with the Best Videotape award going to Ian Goff for *Garratts Galore.*

The new Film Group release *Moving People* made its premiere. This production is a history of the Melbourne electrified suburban system, containing a vast amount of priceless archival footage.

Sincere thanks are offered to film distributors, libraries and private collectors for their help in programming screenings.

Production

Little more need be said about the manpower difficulties occasioned in film production. production has continued chiefly because Film Group officer in charge, Roger Seccombe, has been able to carry production through the use of his company's facilities, Coora Films, and through the use of fellow film industry workers recruited outside. The only regret is that production must increasingly move outside the Film Group.

Major shooting for the Bi-centennary project *Ninety Percent Men* is now occurring, including the use of interstate film crews to achieve a broad, Australian-view of the railways today, rather than an exclusively Victorian emphasis (although this is all very much a matter of economics).

Roger Seccombe's company has now completed a new production on Garratts in Zimbabwe (filmed while he was on location for the International Year of Peace!). This may, in due course, be distributed through the Film Group video sales scheme.

Archives

New acquisitions have slowed down because of the cost of film prints. Archival footage on early Victorian steam and transport scenes was a highlight. While some old 35 mm film of offcuts from early Victorian Railways films was a valued acquisition.

Sales, Library and Reserach

Currently the A.B.C. is looking at a batch of our archival films for use in an historic educational programme on the railways.

With the publication of the latest update of the Archives Catalogue, inquiries regarding archival film sources have escalated (embarrassingly so!). Requests have come for wider distribution of our catalogue and this has led to a wider range of film producers beating a path to our door for a chance to preview archive sources. If interest in our motion picture archives increases much further, we'll need to appoint an Archivist to look after the work (some hope!).

All this interest certainly has the potential to generate revenue in the form of royalties and handling charges, revenue that can be ploughed back into the Society to help expand our resources still further.

The initiative to explore film sales outlets, especially in the educational field has, unfortunately, not been possible this year with active manpower on the Committee stretched beyond capacity.

The film lending library has remained dormant (except for the loan of preview prints to producers interested in buying railway stock footage from the archive).

The research resources of the Film Group have been principally directed in the past year to script writing and research aimed at film production. Additional aid has been given especially to A.B.C. Television in identifying and advising on use of archival film while another interesting request came from a company developing a film about gangers' trolleys.

The Group would like to put on record its appreciation for the support and encouragement of Council during the past year and all others who have helped in its activities.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY VICTORIAN DIVISION

We have examined the Balance Sheet of the Australian Railway Historical Society — Victorian Division as at 30th April, 1986 and the Income with Expenditure Statement for the year ended on that date.

As an audit procedure it was not practical to extend our examination of income and receipts beyond the accounting for amounts received as shown by the books and records of the Society.

1. Subject to this reservation, in our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the Society's affairs at 30th April, 1986 and of the surplus for the year ended on that date.

2. As required by the Companies (Victoria) Code we report as follows:

   In our opinion

   (a) the attached accounts are properly drawn up:

      (i) so as to give a true and fair view of the matters required by Section 269 to be dealt with in the accounts; and

      (ii) in accordance with provisions of that Code.

      and are in accordance with Australian Accounting Standards.

   (b) the accounting records and other records, and the registers, required by that Code to be kept by the Society have been properly kept in accordance with the provisions of that Code.

C. W. STIRLING & CO.
Chartered Accountants

Melbourne
Dated 3rd August, 1987.

By its Partner,
K. B. Macrae

DIRECTORS' REPORT

Your Directors submit herewith the Financial Statements of the Company for the year ended 30th April, 1987 and in accordance with Section 270 of the Companies (Victoria) Code report as follows:

(a) Directors in office as at the date of this report are:

Mr. G. A. Peterson	Mr. P. T. Jeeves	Mr. I. C. Lornie
Mr. I. V. Jenkin	Mr. I. R. Bird	Mr. W. M. Matthews
Mr. P. J. Silva	Mr. D. J. Goodwin	Mr. A. J. Stillman
Mr. R. G. Bramley	Mr. G. W. Gregson	

(b) The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

(c) The Net Surplus of the Company for the year under review was $53,296.

(d) No shares or debentures, nor any options to purchase those shares, have been issued by the Company.

(e) There are no significant changes in the state of affairs of the Company during the financial year.

(f) The Company does not intend to significantly extend its operations outside its current activities.

(g) The Directors' qualifications, experience and special responsibilities are set out below:

Name	Qualifications	Experience	Special Responsibilities
Mr. G. A. Peterson	Sales Manager	9 Years	Presidential
Mr. I. V. Jenkin	Secondary Teacher	7 Years	Publications
Mr. P. J. Silva	Engineer	4 Years	Archives/Newsrail
Mr. R. G. Bramley	Office Manager	11 Years	Secretarial
Mr. P. T. Jeeves	Accountant	6 Years	Financial
Mr. I. R. Bird	Foreman	4 Years	Museum
Mr. D. J. Goodwin	Bank Officer	1 Year	Tours
Mr. G. W. Gregson	Bank Officer	1 Year	Sales
Mr. I. C. Lornie	Retired	5 Years	Steamrail
Mr. W. M. Matthews	Machinist	2 Years	Museum
Mr. A. J. Stillman	Bank Officer	1 Year	Steamrail

(h) The Articles of Association specifically prohibit the payment of any dividends.

(i) The Company's operations cannot be split into separate divisions.

(j) Matters or circumstances have not arisen since the end of the financial year that have significantly affected, or may significantly affect:

(i) The operations of the Company.

(ii) The results of these operations, or

(iii) The state of affairs of the Company in subsequent years.

(k) No Director has an interest in any contract made, or proposed contract to be made with the Company.

(l) Since the end of the previous financial year no Director has received or has become entitled to receive a benefit by reason of a contract made by the Company, or a related corporation, with the Director, or with a firm of which he is a member, or with a Company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by —

G. A. Peterson, Director

Dated at Melbourne this 28th July, 1987.

P. T. Jeeves, Director

STATEMENT BY DIRECTORS

We, Geoffrey Alexander Peterson and Phillip Tasman Jeeves, being two of the Directors of Australian Railway Historical Society — Victorian Division, do hereby state in accordance with a resolution of the Board of Directors:

(i) That in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1987 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1987.

(ii) At the date of this report there are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

(iii) The accounts have been prepared in accordance with approved accounting standards.

G. A. Peterson, Director

Dated at Melbourne this 28th July, 1987.

P. T. Jeeves, Director

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR THE YEAR ENDED 30th APRIL, 1987

1986		1987
	INCOME	
$14,446	Membership Subscriptions	$15,746
46	Enrolment Fees	52
7,716	Interest Received	5,770
268	Donations/Other Income	1,331
30,769	Surplus from Sales	23,010
1,091	Surplus from 'Newsrail'	4,512
3,663	Surplus from 'Bulletin'	3,181
$57,999		$53,602
	LESS EXPENDITURE	
4,032	Direct Service to Members	2,433
25,877	Administration	35,215
2,947	Film Group	4,681
19	Recording Group	113
941	Archives/Research	425
427	Library	1,105
$34,243		$43,972
$23,756		$9,630
$1,388	Surplus from Museum	$2,733
1,204	Surplus from Tours	1,987
$26,348	**NET OPERATING SURPLUS BEFORE EXTRAORDINARY ITEM**	$14,350
$23,325	Extraordinary item — tourism grant	$39,576
$49,673	**NET OPERATING SURPLUS**	$53,926

AUSTRALIAN RAILWAY HISTORICAL SOCIETY — VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL, 1987

1986		1987
	SOCIETY FUNDS	
$80,454	Accumulated Funds	$93,348
104,155	Museum Preservation Fund	146,058
7,825	Steam Preservation Fund	7,825
6,131	Museum Building Fund	6,131
$198,565		$253,362
	These Funds are represented by:	
	CURRENT ASSETS	
200	Cash on Hand	200
—	Cash at Bank	55,978
5,195	Trade Debtors	10,852
1,371	Less — Provision for Doubtful Debts	1,371
—	Sundry Debtors	5,284
3,551	Prepaid Expenses	1,420
57,765	Stock on Hand	73,439
$65,340		$145,802
	LESS CURRENT LIABILITIES	
2,680	Bank Overdraft	—
3,463	Trade Creditors	14,457
1,737	Tour Receipts in Advance	38,328
8,094	Other Creditors	36,683
$15,974		$89,468
$49,366	**Net Current Assets**	$56,334
$93,120	**Plus Investments**	$83,982
	PLUS NON-CURRENT ASSETS	
28,344	Additions at Cost	58,641
25,206	At Cost	54,674
1,495	At Council Valuation 17.6.77	1,495
18,450	At Council Valuation 18.12.78	18,450
$73,496		$133,260
$17,417	Less Provision for Depreciation	$20,214
$56,079		$113,046
$198,565		$253,362

AUSTRALIAN RAILWAY HISTORICAL SOCIETY – VICTORIAN DIVISION

OFFICE BEARERS 1986-87

Patron: Alan Reiher (until August 1986), Russel Ingersoll.

Life Members: J. C. Brough, R. S. Bruce, C. Craig, G. A. Dee, J. Y. Harvey, A. C. Hill, E. Quinlan, J. E. Wilkie.

COUNCIL

President: G. A. Peterson.

Vice-Presidents: I. V. Jenkin, P. J. Silva.

Secretary: R. G. Bramley.

Treasurer: P. T. Jeeves.

Councillors: I. R. Bird, D. J. Goodwin, G. W. Gregson, I. C. Lornie, W. M. Matthews, A. J. Stillman.

Museum:
Manager: N. Pearson.
Committee: T. Clark, P. Jeeves, W. Matthews, E. Pretty, D. Palmer, T. Precious, M. Clevett.
Minute Secretary: P. Jones.
Works Supervisor: I. Bird.*

Museum Development: Chairman: J. Wilkie.
Members: A. Hill, N. Pearson, E. Pretty, G. Peterson.*

Tours: Chairman: D. Goodwin.*
Secretary: Mrs. L. Goodwin.
Members: J. Beggs, B. Eadie, F. Londey, J. Mason, S. Moore, B. Payne, R. Tralaggan, E. Hogan, B. Leydon, I. Lornie.

Publications: Chairman: I. Jenkin.*
Members: I. Cutter, G. Gregson, F. Londey, P. Silva, J. Harvey, J. Dare, J. Fogarty.

Newsrail: Convener: P. Silva.*
News: P. Clymo.
Advertising: M. de Josselin,† P. Silva.†
Layout Production & Pictorial: F. Cross.
Articles: R. Watts,† N. Boow.†
Assistants: J. Dare, S. Brown,† B. Leydon,† R. Watts.†

Sales: Manager: G. Gregson.*
Assistants: F. Knuckey, J. Beggs, I. Lornie, B. Lornie, G. Carmichael, L. Duggan.

Archives: Convener/Secretary: R. Bruce.
Members: G. Brown, P. Dunn, A. Gunzburg, B. Herbert, P. Silva,* G. Watts, A. Stillman.

Entertainment & Slide Competition:
Convener: I. Jenkin.*
Members: R. Bramley, V. Findlay, I. Lornie, G. Gregson, P. Churchley, A. Stillman.

Sound Recordings: Convener: G. Peterson.*
Member: B. Leydon.
Advisor: C. Craig.

Finance Committee: Convener: P. Jeeves.*
Members: E. Hogan, N. Pearson, E. Pretty, R. Bramley, G. Peterson, I. Jenkin, P. Silva.

Film Group: Officer-in-Charge: R. Seccombe.
Members: I. Jenkin, D. Kidd, D. Milk, J. Smidt, R. Bramley.*

Research: Convener: P. Silva.*
Members: R. Bramley, D. Palmer, I. Stuart, G. Veldwyk.

Social Committee: Mesdames B. Beggs, B. Lornie, M. Broecks, Mr. J. Beggs, Mr. I. Lornie.*

Library: Librarian: D. Palmer.
Assistants: P. Churchley, T. Churchley, M. Martin, R. Bramley.*

Curator of Rented Premises: I. Lornie.

Steamrail Victoria Ltd.: I. Lornie,* J. Beggs, W. Stuchberry.

Secretariat:
Membership Officer: N. George,† P. Churchley.†
Printing: D. Palmer, R. Bramley, G. Carmichael.
Mailing Officer: Mrs. L. Drummond.
MNL Editor/Mailout Co-ordinator: R. Bramley.
National Competitions: R. Bramley.
Victorian Bulletin Editor: G. Veldwyk.
Exhibitions Officer: R. Bramley.
Honorary Legal Officer: No appointment made.

*Council Liaison Officer.

†Part Year Only.

PRESIDENTIAL ROLL

1945-49	J. C. M. Rolland*
1949-50	M. H. W. Clark
1950-51	F. F. Smith
1951-52	J. D. McLean
1952-53	J. L. Buckland
1953-54	T. W. McCaw
1954-55	R. B. McMillan
1955-56	G. Bakewell
1956-57	C. D. Gavan-Duffy
1957-58	R. T. Sloggett
1958-59	C. L. Craig
1959-60	M. C. G. Schrader
1960-61	A. C. Hill
1961-62	M. C. G. Schrader
1962-63	I. S. Sloggett
1963-64	C. L. Craig
1964-66	C. Einsiedel
1966-68	E. Quinlan
1968-70	D. G. Potts
1970-72	J. C. Brough
1972-78	W. C. Rapley
1978-81	E. W. Pretty
1981-82	E. J. Hogan
1982-83	E. W. Pretty
1983-85	E. J. Hogan
1985-	G. A. Peterson

*Foundation President of the Victorian Division

Australian Railway Historical Society

VICTORIAN DIVISION

(Incorporated in Victoria)

ANNUAL REPORT AND FINANCIAL STATEMENT

1988-89

Supplement to Newsrail

OFFICE BEARERS 1988-89

Patron: John B King

Life Members: J C Brough, R S Bruce, C Craig, G A Dee, J Y Harvey
A C Hill, J D McLean, E Quinlan, J E Wilkie

COUNCIL

President:	G A Peterson	Councillors:	P S Churchley
Vice Presidents:	I V Jenkin		B J Eadie
	P J Silva		G W Gregson
Secretary:	D Room +		I C Lornie
	D I Winter +		I A MacCowan
Treasurer:	P T Jeeves		N A Pearson

\+ Part year only

ARHS Appointed Steamrail Victoria Ltd Directors

A Stillman J Beggs W Stuchberry

oOo

PRESIDENTIAL ROLL

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1949-50	M H W Clark
1950-51	F F Smith
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1955-56	G Bakewell
1956-57	C D Gavan-Duffy
1957-58	R T Sloggett
1958-59	C L Craig
1959-60	M C G Schrader
1960-61	A C Hill
1961-62	M C G Schrader
1962-63	I S Sloggett
1963-64	C L Craig
1964-66	C Einsiedel
1966-68	E Quinlan
1968-70	D G Potts
1970-72	J C Brough
1972-78	W C Rapley
1978-81	E W Pretty
1981-82	E J Hogan
1982-83	E W Pretty
1983-85	E J Hogan
1985-89	G A Peterson

PRESIDENT'S REPORT

For the rail enthusiast this has been an exciting year. The Aus-steam Festival, coupled with the visit of the Flying Scotsman, has been the highlight for all with an interest in railways, whether an enthusiast or a member of the general public.

As part of Australia's Bicentenary, a group of rail enthusiasts initiated a proposal to run a major Steam Festival in Melbourne and incorporate with it a visit of an overseas steam locomotive. The enthusiasts, joined by government representatives, evolved into the Aus-steam Committee which went on to run the successful Aus-steam Festival during October 1988. During a two week period, public train trips were run using locomotives from steam preservation groups in Victoria, NSW and ACT. The public response to the Open Day at Spencer Street Station on Sunday 23rd October was a complete surprise to both the organizers and railway management.

The Society joined with ARE and Steamrail to operate a number of Joint Society Excursions in conjunction with the Aus-steam Festival. With the major contribution from the other two societies, these trips were a tremendous success and a credit to those who organized them. During the year the Tours Committee have also provided a wide selection of tours to cover all tastes which has been the hallmark of the Tours Committee in the past.

The balance of the Society year has had its ups and downs. Darren Room took over the role of Secretary and following his resignation, David Winter took over the reins. David made a major contribution in overcoming the problems that came to a head this year with our computer based membership records. We thank all those members that were inconvenienced by this hiccup but bore with us while it was resolved.

While the Publications Committee has not produced a major publication this year, they have been active in the development of a number of publications and revamping some of our existing products. A new and successful activity has been the introduction of short run books such as the Easter Timetable facsimile. These activities have provided one of the bases which has enabled the Sales Department to continue to grow in strength. The Sales activity is one of the backbones to the financial viability of the Society. The Sales team have been active at the Entertainment meetings, on tours and at exhibitions and the Aus-steam Open Day. The hard work put in by the Sales team is shown by the success of their activities.

The Entertainment Committee has continued to provide a wide range of speakers and topics to cover the appetites of the members. This has occured even though we were faced with a change of venue from the NML building to the AMP building. Some of the stalwarts who continue to add to the success of the meetings include our Slide Competition Judge, Ray Bruce's Archive segment and the Begg's and Lornie's refreshment service.

The Museum has continued to experience frustrations in its endeavours to improve the storage and display of its exhibits. Submissions have been made to the Government to obtain covered areas to house the Museum but to no avail We have been working on a proposal to relocate the trackwork at the Museum to provide some 25% increase in storage

area prior to a scheme to roof the area. This has ground to a halt due to difficulties with track access to the Museum through the Workshops.

The Film Group are to be congratulated for 25 years service to the Society in film production and screenings. The highlight was the production of the film "Ninety Percent Men" last year followed by the response received with its release on video cassette. We look forward to the Film Group continuing for another 25 years.

Faced with major cost increases coupled with low production runs for Newsrail, Council decided to incorporate the Newsrail subscription with the Member's subscription to keep the overall increases to a minimum. We look forward to Newsrail continuing to meet its readers' requirements for a news magazine about Victoria's railways.

It has been disappointing to see that a number of Councillors are not present at the Entertainment meetings so they can report directly on their specific subcommittee activities. I believe they have a moral obligation to the members who elected them to attend the meetings.

As I will not be standing for the office of President for the coming year, I would like to thank all those Councillors and committee members who put so much of their own time voluntarily to the benefit of the general membership of the Society. Without their effort the Society would not continue. I would also like to thank those members and Councillors who have provided assistance and guidance to me for the last four years that I have had the opportunity to represent you as the President of the Victorian Division.

SECRETARY'S REPORT

There being no candidates prior to the 1988 AGM, nominations were called from the floor. Darren Room was nominated and, being no other candidate, was elected. Unfortunately circumstances external to the Society placed additional calls on Darren's time and he submitted his resignation late in 1988. The President approached me and I was appointed by Council at its December meeting.

On appointment I found that there were a number of outstanding matters with the bulk of them being membership. An investigation revealed that there was no reliable and comprehensive source of information from which errors could be corrected. The Society was therefore reliant on members to advise of any problem with their mailout. I presume most did, some certainly did in quite colourful terms. After three months effort we were reasonably confident we had 99% of the database right; in good time for the renewals. The Treasurer's mother, Mrs Jeeves, had kindly offered to take over the Membership Officer task. The handover has taken place however it was delayed until the system was in reasonable shape. To those who have joined the Society this year - welcome.

During the period since December, there have been a number of extra matters requiring the Secretary's attention in addition to the usual duties. Extended debate on issues arising from Aus-steam, the Flying Scotsman visit and this Division's relationship with Steamrail caused a backlog of Council business. It was necessary to convene a special meeting of Council in April to clear the business.

Unfortunately, the demands of sorting out the membership records and the extra secretarial tasks has taken its toll. I cannot afford to allow such activities to intrude too heavily into my career and so, having achieved my target of putting Secretarial and Membership matters in reasonable order, I have decided to withdraw from the office of Secretary. The position can be an interesting and satisfying challenge and I commend it to all keen young members of the Society.

MUSEUM

The Museum has completed another successful, but frustrating, year. Attendances, both weekend and mid-week, have been quite good with the 4th Sunday of the month being popular with the children, who enjoy the rides behind the miniature live steam engine.

The rate of painting the locomotives improved this year - it would have been even better if we had more support from our members on our special working-bees. We do, however, appreciate the donations to the Museum made on renewal of membership.

We continue to acquire items of rollingstock and other various items and trust that one day we will be able to exhibit them under suitable conditions. Apart from E1102, L1150, DERM 58RM, W243, F202, F216, Y133 and T320, the railways have earmarked for us certain B and S Class Diesel Electric Locomotives, as well as other classes in the future. Work is proceeding on the restoration of the 153 HP Walker Railmotor and, who knows, in the not too far distant future this vehicle may be running again.

The frustrating part of the year has again been the indecision of the authorities in regard to the access track, relaying the track in the Museum, and finality in regards to our various submissions on the East and Centre blocks of the Newport Workshop and the Spotswood workshop. The sooner the Museum comes under a Government or semi-Government authority, the more secure we will feel.

We continue to have excellent co-operation and trust with virtually all groups. The railways, as usual, have assisted greatly. We are concerned with theft from, as well as vandalism to, exhibits where they are stored away from the Museum area. Some of these items are not those that would be souvenired and that makes restoration a little bit harder.

Special thanks must go to the volunteer workers at the Museum, as the preservation of static exhibits is not as glamorous as with live steam but their efforts will be for time immemorial. They are not restoring the VR history in the short term, but for posterity, and in many years to come when live preserved operation has ceased on the railways, the Museum will be a lasting record to their effort.

ARCHIVES

This year has been principally one of consolidation. The registration of photographs has continued with the 17 000 mark passed during the year. The collation and registration of signal diagrams, including a very early one of Batman's Hill of 1876, has been completed.

The Newsrail advertisement "Nothing to do on a Tuesday Night?" has been showing good results. Many visitors, both members and friends, have said that this notice has brought them along to see what there may be of interest to them in our collection. A welcome donation from the estate of the late Keith O'Donnell of Newport was an English Aldis Tutor 1000 35mm slide projector given by his wife Jennie. It has long been the wish of this committee to have a slide projector for use at Windsor.

A letter from an Archives correspondent to friends in England brought a letter to the Archives asking for assistance in locating the grave of John Vans Agnew Bruce in the Melbourne General Cemetery. Bruce was of the contractors Cornish & Bruce who built the railway line to Bendigo in 1858-62. The grave was located and Mrs Struan-Robertson of Pickering, North Yorkshire, England who was Bruce's great great grand-daughter was advised. In reply she advised that she and her mother, Mrs Mary Robertson, would be coming to Australia in November 1988 and asked for someone to take them to the grave and which the Archives Secretary was pleased to be able to do. V/Line Public Relations were advised of the impending visit and were asked if they wished to take official notice of it. They wished to and advised that Mr Davies of V/Line Bendigo, would be their representative.

On their arrival here the ladies were taken to see the grave in the General Cemetery. After lunch a journey to Bendigo was made, the ladies enjoying a ride on the line their great and great great grand-father helped to build. On arrival at Bendigo they were introduced to Mr Davies who in turn introduced them to the Mayor of Bendigo, Cr R Adams, who gave them a warm welcome to Bendigo. After afternoon tea the ladies were taken to the Central Deborah Gold Mine and for a ride on the Talking Tram. Then Mr Davies took them back to the station where they saw their arrival in Bendigo on the Channel 8 news. Dinner was served on the train and the ladies were returned to their hotel after what they called a very memorable day. A coloured photo of J V A Bruce's portrait, which hangs in their home, was received by Archives in addition to many letters of thanks for our help.

ENTERTAINMENT AND SLIDE COMPETITION

The challenge of providing a monthly Entertainment Meeting for members can be a real one. Many of our chosen speakers are very busy people and the task of finding a meeting night which adequately fits into their schedule can be a daunting one. Unfortunately we have several interesting speakers whom we would like to introduce to you but we are yet to find a night when they are available. We shall keep trying.

The change of venue to the AMP Theatrette also promoted some problems as we were unable to maintain our regular fourth Thursday meeting night in every month due to prior bookings of the venue. With the commencement of 1989, however, this has been rectified. We must extend our sincere thanks to Joe Glasson of AMP who has always been most co-operative in the provision of the Theatrette facilities to us. The larger foyer of the AMP has been a decided boon to our Sales Department, as has been the provision of off-street parking.

Attendance at Entertainment Meetings has continued to be good with numbers averaging between 100 and 120. The sales table has continued to attract good patronage and the provision of refreshments at

interval has remained a popular feature. We must extend our thanks to George Gregson, Sales Manager, and to Ian Lornie, Beryl Lornie, Jim Beggs and Betty Beggs of the Social Committee for the provision of these services. Once again we must also thank the Film Group for their contributions to our Entertainment Meetings. On every occasion they manage to find a series of film gems to entertain us.

Keen competition was seen in the Slide Competition again during 1988 with several new entrants joining the ranks of our regular contributors. The number of slides entered varied widely from month to month depending on the nature of the topic. The committee sees as one of its aims the encouragement of members to photograph unusual and different aspects of the railway scene. It is disappointing that a large number of members do not respond to this.

The annual slide competition was won by Michael Schrader with a score of 34 points followed by Stuart Turnbull with 25 points and Frank Londey with 21. We offer our congratulations to them and to the other six members who shared in the monthly points prizes during the year. The Winner of Winners competition was won by Frank Londey. Winners of both competitions were presented with their awards at the December Entertainment Meeting. Once again we also extend our thanks to our Judge for without his work we would not be able to provide you with a slide competition.

The last National Conference of this Society decided to drop the C D Gavan-Duffy competition as a national slide competition. The memory of this great Victorian railfan will not be allowed to fade as we have decided to rename our Winner of Winners competition the C D Gavan-Duffy Award.

In conclusion we must extend our thanks to Ray Bruce for his faithful presentation of Archive slides in most months. Ray puts considerable effort into assembling an interesting group of slides to be shown

Each year the Entertainment Committee tries to present a balanced and interesting series of programme items. Over the past year they were:

May 1988	Andrew Ward - History reflected in station architecture
June	Film launch - Ninety Percent Men
July	AGM and Peter Greig, Manager STAP - V/Line Towards 2000
August	Wal Stuchberry - Aus-steam plans
September	Ian Jenkin - Roots
October(1)	Joint meeting with ARE to welcome Aus-steam visitors
October(2)	Stan Flatterly Film Awards
November	No meeting
December	Annual Film Night
Jan 1989	Wal Stuchberry - Aus-steam review
February	John King, Patron - Rail into the 1990's
March	Film Group
April	Ian Sutherland - Seymour Loco Steam Preservation Group

RECORDING GROUP

The Recording Group has had a low profile during the year arranging to record the Entertainment Meeting Guest Speakers for archival purposes. Bryce Leydon has also made field recordings of DERMs and both steam and diesel locomotives for future use.

SALES DEPARTMENT

As has been the case for the previous four years, last year has also been a busy year for the Sales Department. Sales at our monthly meetings have continued to be good. They were helped along by products associated with the Flying Scotsman during its stay here.

The Sales Department were in attendance on the three big tours the Society ran during the year: Flying Scotsman to Albury; Dookie and Cobram lines centenaries; Pyrenees Pathfinder to Avoca. Sales were well patronised on each tour.

Exhibitions again proved to be good publicity and money earners for the Society. We continued our affiliation with the Waverley Model Railway Club, attending their exhibitions at Box Hill over the Queen's Birthday weekend and at Glen Waverley in October. The Queen's Birthday weekend saw us in two places at once as we were also in Ballarat at the model railway exhibition held there. This provided some of our Ballarat members the opportunity to assist the Society and we are very appreciative of their efforts. Our last major display for the Society year was at the annual AMRA Exhibition at Camberwell over the Labour Day weekend. This saw our takings increase considerably making it our best ever weekend at AMRA.

During the Aus-steam Festival we participated by being one of the many stall holders at Spencer Street Station on the Open Day. Sales personnel did not have time to rest as sales were brisk. Demand was such that we had start selling before we could finish setting up.

During the year new marketing strategies were introduced. We invited people to subscribe to the timetable facsimile and it depended upon members response as to whether or not the publication proceeded. The number of applications was gratifying and this procedure has again been implemented in selling the station diagrams book. The latter is shortly due for release. Our fifth video, "Ninety Percent Men", was released during the year and sales have been very good for this high quality product from our Film Group. Sales were enhanced by the cover jacket designed by Steve Malpass.

Stock of the lineside guide "The Ararat Railway Centenary" were exhausted during the year. Stocks of "Six and a Half Inches from Destiny" and "A Changing Decade" are now getting low and it should not be long before these two publications are out of print. After producing a calendar for some years and suffering declining sales in the last three years, it was decided not to publish one for 1989.

Thanks are extended to those members who have assisted on the sales counter at our monthly meetings and exhibitions.

PUBLICATIONS

In the period under review this committee has seen a change in direction and a broadening of concern. Early in 1988 the Council examined the major income earning activities of the Division and as a result the Publications Committee has concerned itself to a greater degree with the development and promotion of Society productions generally. This has resulted in the committee meeting monthly rather than bi-monthly and has broadened our concern away from solely books.

The committee undertook the design of promotional and packaging material for the video of "Ninety Percent Men" with a considerable degree of success. However the cost of production of a video from scratch is a very costly exercise and it will take some considerable time before the full production costs are fully recovered. Design work is well under way on a series of new cover designs for the older series of video tapes which we hope to re-release later in 1989. At the same time investigations are being made to see if we can place all of our video tapes with a commercial retailer. Similar investigations are underway with commercial book distributors to try to reduce the stock holdings of past publications and generate market receptiveness for future books. The committee has been greatly aided in all of these endeavours by Steve Malpass who joined the committee during the year. Steve has given freely of his knowledge and undoubted talents in his professional area which has been of great assistance in carrying these plans through.

All of the major publications mentioned in the Annual Report last year are still in the pipeline but it must be remembered that all of our authors are volunteers as are the members of the committee, many of whom have other Society commitments. The other factor which has limited production capacity is the cost of production of books. In past years our Society has set a high standard in its major book productions and to maintain such a standard is costly. It is therefore important that we generate as much income as possible and establish firm markets beyond our traditional membership base so that when our next major production is ready for release we can be confident of a market that will justify the cost of producing it.

In the meantime the committee has directed its energies to the production of a number of short run, low cost publications of a more specialized nature. During the year a facsimile of the 1941 Easter Timetable was produced and released. Sales of this produced a modest profit. Work is also advanced on the release of the first of a series of booklets of line diagrams of stations drawn in the mid 50's by member Weston Langford. Pre sales of this book have been particularly encouraging and it is planned to produce more of this series in the near future.

After some delays in printing, the ARHS Colouring Book has achieved its third impression and is continuing to sell well at exhibitions. We hope to start production work shortly on a second colouring book. Production work is also almost complete on a walking guide of the Outer Circle Railway. The text for this was written by Life Member Arthur Hill. Again we plan to make this the first of a series covering closed suburban and near suburban lines.

The motivating force behind several of these ideas has been Jim Harvey who, in his own quiet way, has picked up various ideas and kept working away at them until they have been successfully concluded. Thankyou Jim.

At this stage we must also express our thanks to George Gregson, our Sales Manager, who has worked closely with the committee throughout the year. Finally I can only repeat the closing comment from the 1988 Annual Report. Our greatest need is manpower, not necessarily to sit on the committee but to take a specific task and carry it through to conclusion. We have been fortunate in the assistance that we have received in response to our appeals during the year. We look forward to hearing from others who can assist us.

NEWSRAIL

Looking back on the past year's issues of Newsrail is quite pleasing. The range of articles printed would be the most diverse for quite some time. Naturally coverage was given to Aus-steam and the Flying Scotsman with the May 1988 issue, which covered the latter, selling out in only a few months. Topics covered in other issues ranged from technical report and railway business plans through current operations and tours to preservation activities and a look back at the history of railways. We are indebted to the authors who supplied such excellent material. The work of the Articles Editor,at first this year Nigel Boow and then later Hugo van den Berghe, must also be acknowledged. Sometimes it becomes necessary for them to encourage some people to write in order for us to offer the wide range of articles.

News contributions have continued to grow strongly which is excellent. Of concern though is that the growth is mainly train sightings. While this information can be useful, it is not necessarily interesting reading and it may not be what our readers want. Unfortunately very few readers take the trouble of letting us know what they want to see or don't want to see in Newsrail. In the coming year the committee intends to conduct a survey of readers so please support it. In the meantime if you have a particular view about some aspect of Newsrail, please let us know.

FILM GROUP

In the Twenty Fifth Anniversary year of the Film Group, one theme is uppermost in the mind: "Where are we going in the future?". It's all very well to sit back and congratulate ourselves for the worthwhile things that have been achieved in the past quarter of a century of operating film activities within the Society. However the whole problem with groups of voluntary workers is just how long are they going to be available to carry out work with no commitment other than enthusiasm. This is especially so for the Film Group: rising costs inhibit film production; the scarcity of archival film at a price has slowed possibilities for the expansion of the film archive; the declining availability of rail films from many distributors and the expansion of video is alarmingly disrupting the programming of film screenings.

So where does that leave us? Due to the size, complexity and cost of Ninety Percent Men, there has been little time to develop or plan future productions. This is with the exception of the film footage shot during Aus-steam. The Film Group achieved considerable coverage of the historic events on 16mm film. In fact it is unique as all professional productions depended largely on video footage. Virtually ours alone is assured of archival permanence with the uncertain lifespan of videotape. We must, however, evolve a production and distribution strategy to ensure the Society's film doesn't become merely an acquisition in the film archives.

The Film Group has been most gratified at the range of positive responses that have been received for the Bicentennary film Ninety Percent Men. The number of non-Society visitors to the Film Group screenings at AMRA who commented with enthusiasm after seeing the film was most heartening. Likewise we have been most gratified at the enthusiasm of members for the special film nights at Windsor in the Private Collection series. Despite small capacity and viewing conditions that leave something to be desired, we have managed a full house on occasions.

Rail feature films are becoming increasingly frustrating to locate now on film as so many of them have now been sold to the video outlets. Regretfully we can forsee that, although the quality will not be as good, we will have to include video in screenings to make up for the shortfall in film prints.

The 1988 Stan Flattely Memorial Film Competition was somewhat of a disappointment with a falling off in entries. While the Archive Section remained active, new productions were light-on and the videotape section was almost too small to judge. It is to be hoped that Aus-steam in particular may have put new enthusiasm into members to come up with more new productions for the 1989 competition.

It should be recorded that we have received films from the private collections of deceased members for inclusion in the Film Archive. We are particularly grateful for these donations. Thanks also must go to all those who helped during the past year.

Finally the bugbear of all groups, the lack of enthusiastic and skilled manpower. This has certainly held back initiatives in the Film Group. The number of active members is now low and the pressure of commitments restricts the available workforce to essential tasks only. We are eager to hear from other film-makers who are interested in joining us.

TOURS

The last year has been a very exciting time for people who like to go on railfan tours in Victoria. The major highlights were the Aus-steam Festival and the visit of the Flying Scotsman.

Over the last year we have worked hard to get increase numbers on tours by keeping the fares as low as possible and our figures indicate we have been reasonably successful. An increasing number of tours have been booked out so it pays to book early to make sure you get a seat. It was disappointing to have to postpone the Welshpool tour when two weeks before the tour we did not have enough bookings. Worse still, after the decision was made we then received a large number of bookings but it was too late!

Lately we have been negotiating with the ARE to come to a firm agreement for the mailing of each society's tour brochures and set commitments for running joint tours. There is a lot of work going on behind the scenes and, when it is finalized, members of both groups should benefit greatly.

The following tours operated during the year:

Webb Dock, APM Fairfield and Long Island 7 May 1988
Using a consist of 61RM-43BPL-56RM, 150 passengers travelled to Webb Dock, APM Fairfield and then onto Long Island and Stony Point. The tour travelled via the Underground Loop and included a photostop at Museum Station.

Tram Tour 30 July 1988
An outstanding success, the tour visited St Kilda on the "light rail" as well as East Brunswick, Glen Iris and Mont Albert.

J515 Launch 13 Aug 1988

Over 120 people travelled from Melbourne on the Cobram pass to join 60 people at Seymour for the first railfan tour for J515. First J515 ran to Wallan and return. Then T320 and Y133 hauled the train to Avenel and back to Seymour where J515 took over for another trip to Avenel. The Seymour Loco Steam Preservation Group have done an excellent restoration of J515 and are to be congratulated.

Dookie & Cobram Centenary 1-2 Oct 1988

We combined with the ARE to run two centenary trains in one weekend. B65 was used to Seymour and J515 ran the train north of there. The Dookie centenary was celebrated on the Saturday and was followed by the Numurkah-Cobram centenary the next day. Shepparton motels were used for overnight accommodation.

Aus-steam & Joint Society Excursions 15-29 Oct 1988

This was organized as a truely grand railway event to be part of the Bicentennial of our great country. The background, behind the scenes and successful day by day running were a credit to all the people involved. Apart from a couple of hiccups the event went off planned and will be long remembered by all who took part. The Soci joined with ARE and Steamrail to operate a number of Joint Society Excursions during Aus-steam. Perhaps the most memorable was the triple parallel run to Seymour. Four locomotives, over 20 carriages and about 1400 people on board all took part in true mainline magic.

Flying Scotsman to Albury 11 Dec 1988

While in Melbourne the Flying Scotsman ran many trips, mostly to Seymour. However the Society organized a trip to Albury which saw over 460 people on board. During the service stop at Benalla a broken spring was discovered on one driving wheel. A slow trip followed to Albury where the spring was replaced. Departure from Albury was well behind schedule however the locomotive was in fine form and some spirited running ensued. Just when it looked like we would home before midnight, we collided with a car on the crossing at South Dynon. Fortunately the locomotive received only very minor damage. The Car?

Two Old Ladies Feb 1989

About 100 people took part in a repeat of a very successful tour of a couple of years previous. Run in two divisions, the steam tug Wattle ran the bay leg to Portarlington and a DERM ran the rail leg to Geelong and Inverleigh. An excellent relaxed day out was had by all.

Avoca 22 Apr 1989

Over 500 people travelled to Avoca via Castlemaine and Maryborough and returned to Melbourne via Ararat and Cressy. With 10 cars, the locomotives for the day were R707 and J515. These were probably last locomotives to be turned on the turntable at the now cl Ararat Depot. Unfortunately water problems there resulted in a 1.38am Sunday arrival back in Melbourne.

We thank all passengers who have supported us during the year. A special thanks must go to those people and societies who have assisted us on the day of tours. We look forward to the coming year as ARHS Tours are really going places. If you are interested in helping us get there, drop us a line. Extra help is always welcome, particularly on big tours.

COUNCIL SUB-COMMITTEES 1988-89

Museum
Chairman: N Pearson *
Minute Secretary: P Jones
Works Supervisor: I Bird
Committee: P Jeeves, W Matthews
E Pretty, D Palmer, T Precious
M Clevett, T Clark

Museum Development
Chairman: N Pearson *
Committee: G Peterson, E Pretty
P Jeeves

Tours
Chairman: D Goodwin +
B Eadie * +
Secretary: J Mason
Committee: J Beggs, B Payne
F Londey, R Tralaggan, S Moore
E Hogan +

Publications
Chairman: I Jenkin *
Committee: P Silva, G Gregson
J Harvey, I Cutter, J Fogarty
J Dare, F Londey, S Malpass
D Potts

Sales
Manager: G Gregson *
Assistants: F Knuckey, J Beggs
B Lornie, I Lornie, L Duggan
G Carmichael, M Holzapfel

Archives
Convener/Secretary: R Bruce
Committee: G Brown, A Gunzburg
P Dunn, B Herbert, G Watts
A Stillman, I MacCowan *

Sound Recording
G Peterson *, B Leydon

Entertainment
Chairman: I Jenkin *
Committee: A Stillman, I Lornie
G Gregson, V Findlay, R Bramley
P Churchley, G Peterson

Film Group
Chairman: P Churchley *
Officer-in-Charge: R Seccombe
Members: D Kidd, J Smidt
R MacLennan

Newsrail
Chairman: P Silva *
Production/Pictorial: F Cross
News: D Potts
Articles: N Boow +
H van den Berghe +
Advertising: P Silva
Assistants: J Dare, S Brown
B Leydon, A Williams

Library
Chairman: P Churchley *
Librarian: D Palmer
Assistants: T Churchley
R Bramley

Social Committee
Mesdames B Beggs, B Lornie
M Broecks, Messrs J Beggs
I Lornie *

Secretariat
Newsletter Editor: G Peterson
Printing: G Carmichael, D Palmer
R Bramley
Mailout Co-ordinator: P Silva
Membership Officer: P Churchley +
D Winter +
Exhibitions Officer: R Bramley

Rented Premises
Curator: I Lornie *

* Council Liaison Officer + Part year only

DIRECTORS' REPORT

Your Directors submit herewith the Financial Statement of the Company for the year ended 30th April, 1989 and in accordance with Section 270 of the Companies (Victoria) Code report as follows:

a. Directors in office as at the date of this report are:

G A Peterson	P T Jeeves	I C Lornie
I V Jenkin	P S Churchley	I A MacCowan
P J Silva	B J Eadie	N A Pearson
	G W Gregson	

b. The principal activity of the Company in the course of the financial year has been to promote an interest in railways for the benefit of its members, and there was no significant change in the nature of the Company's activities during the year.

c. The Net Surplus of the Company for the year under review was $12049.

d. No shares or debentures, nor any options to purchase those shares, have been issued by the Company.

e. There are no significant changes in the state of affairs of Company during the financial year.

f. The Company does not intend to significantly extend its operations outside its current activites.

g. The Directors' qualifications, experience and special responsibilities are set out below:

Name	Qualifications	Experience	Special Responsibilities
G A Peterson	Sales Manager	11 Years	Presidential
I V Jenkin	Secondary Teacher	9 Years	Publications
P J Silva	Engineer	6 Years	Newsrail
P T Jeeves	Accountant	8 Years	Financial
P S Churchley	Manager	2 Years	Film Group/Library
B J Eadie	Locomotive Driver	6 Years	Tours
G W Gregson	Bank Officer	3 Years	Sales
I C Lornie	Retired	7 Years	Rented Premises
I A MacCowan	Transport Officer	1 Year	Archives
N A Pearson	Clerk	10 Years	Museum

h. The Articles of Association specifically prohibit the payment of any dividends.

i. The Company's operations cannot be split into separate divisions.

j. Matters or circumstances have not arisen since the end of the financial year that have significantly affected, or may significantly affect:
   i the operations of the Company
   ii the results of these operations
   iii the state of affairs of the Company in subsequent years.

k. No Director has an interest in any contract made, or proposed contract to be made with the Company.

l. Since the end of the previous financial year no Director has received or has become entitled to receive a benefit by reason of a contract made by the Company, or a related corporation, with the

Director, or with a firm of which he is a member, or with a Company in which he has a substantial financial interest.

This report is made by authority of a resolution of the Directors and signed on behalf of the Board by -

G A Peterson, Director P T Jeeves, Director

Dated at Melbourne this 27th day of July, 1989.

STATEMENT BY DIRECTORS

We Geoffrey Alexander Peterson and Phillip Tasman Jeeves, being two of the Directors of Australian Railway Historical Society - Victorian Division, do hereby state in accordance with a resolution of the Board of Directors:

i That in the opinion of the Directors the accompanying Income and Expenditure Account is drawn up so as to give a true and fair view of the results of the business of the Company for the year ended 30th April, 1989 and that the accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at the 30th April, 1989.

ii At the date of this report there are reasonable grounds to believe that the Company will be able to pay its debts as and when they fall due.

iii The accounts have been prepared in accordance with approved accounting standards.

G A Peterson, Director P T Jeeves, Director

Dated at Melbourne this 27th day of July, 1989.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION

INCOME & EXPENDITURE STATEMENT FOR THE YEAR ENDED
30th APRIL 1989

	1989	1988
INCOME		
Membership Subscriptions	$15,929	$15,266
Enrolment Fees	315	190
Interest Received	3,205	3,339
Donations/Other Income	420	282
Surplus from Sales	17,619	23,844
Surplus from Newsrail	3,184	4,700
Surplus from Bulletin	1,946	2,473
	$42,618	$50,094
LESS EXPENDITURE		
Direct Service to Members	2,909	2,140
Administration	35,980	34,388
Film Group	7,525	12,485
Recording Group	229	140
Archives/Research	178	959
Library	356	118
Publications	218	-
	$47,395	$50,203
General Surplus	$(4,777)	$(109)
Surplus from Museum	2,188	1,277
Surplus from Tours	4,638	1,309
NET OPERATING SURPLUS BEFORE EXTRAORDINARY ITEM	$2,049	$2,477
Extraordinary Item - Aus-steam Funds	10,000	-
NET OPERATING SURPLUS	$12,049	$2,477

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
VICTORIAN DIVISION

BALANCE SHEET AS AT 30th APRIL 1989

	1989	1988
SOCIETY FUNDS		
Accumulated Funds	$104,409	$94,548
Museum Preservation Fund	149,523	147,335
Steam Preservation Fund	7,825	7,825
Museum Building Fund	6,131	6,131
	$267,888	$255,839
These funds are represented by:		
CURRENT ASSETS		
Cash on Hand	300	200
Cash at Bank	10,256	-
Trade Debtors	4,615	12,178
LESS Provision for Doubtful Debts	(1,371)	(1,371)
Sundry Debtors	3,998	1,069
Prepaid Expenses	200	1,718
Stock on Hand	77,706	79,179
	$95,704	$92,973
LESS CURRENT LIABILITIES		
Bank Overdraft	-	4,090
Trade Creditors	7,177	1,701
Tour Receipts in Advance	-	3,951
Other Creditors	2,900	15,000
	$10,077	$24,742
NET CURRENT ASSETS	$85,627	$68,231
INVESTMENTS	62,455	67,934
NON-CURRENT ASSETS		
Additions	5,721	8,945
At Cost	122,260	113,315
At Council Valuation 17/6/77	1,495	1,495
At Council Valuation 18/12/78	18,450	18,450
	$147,926	$142,205
Less Provision for Depreciation	28,120	22,531
	$119,806	$119,674
	$267,888	$255,839

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION

We have examined the Balance Sheet of the Australian Railway Historical Society - Victorian Divison as at 30th April 1989 and the Income and Expenditure Statement for the year ended on that date.

As an audit procedure it was not practical to extend our examination of income and receipts beyond the accounting for amounts received as shown by the books and records of the society.

1. Subject to this reservation, in our opinion the attached Income and Expenditure Account and Balance Sheet, give a true and fair view of the state of the Societys affairs at 30th April 1989 and the surplus for the year ended on that date.

2. As required by the Companies (Victoria) Code we report as follows.

   In our opinion

   (a) the attached accounts are properly drawn up

      (i) so as to give a true and fair view of the matters required by Section 269 to be dealt with in the accounts; and

      (ii) in accordance with the provisions of that code and are in accordance with Australian Accounting Standards.

   (b) the accounting records and other records, and the registers required by that code to be kept by the society have been properly kept in accordance with the provisions of that code.

C.W. STIRLING & CO,
CHARTERED ACCOUNTANTS

K B Macrae

BY ITS PARTNER
K.B. MACRAE

MELBOURNE
DATE : 5TH SEPTEMBER 1989

Australian Railway Historical Society
VICTORIAN DIVISION

A.C.N. 004 701 295

(Incorporated in Victoria)

ANNUAL REPORT AND FINANCIAL STATEMENTS FOR THE YEAR ENDING 30th APRIL, 1991

Supplement to Newsrail

OFFICE BEARERS 1990-91

Life Members: J C Brough, R S Bruce, C Craig, G A Dee, J Y Harvey, A C Hill
J D McLean, E Quinlan, J E Wilkie

COUNCIL

President:	P J Silva	Councillors:	K S Buckland
Vice Presidents:	P T Jeeves		P S Churchley
	I V Jenkin		G W Gregson
Secretary:	M J Whelan +		N A Pearson
Treasurer:	D J Goodwin +		G A Peterson
			I A MacCowan +

ARHS Appointed Steamrail Victoria Ltd Directors
R Bramley + P S Churchley P J Semczuk

+ Part year only

PRESIDENTIAL ROLL

1945-49	J C M Rolland
1949-50	M H W Clark
1950-51	F F Smith
1951-52	J D McLean
1952-53	J L Buckland
1953-54	T W McCaw
1954-55	R B McMillan
1955-56	G Bakewell
1956-57	C D Gavan-Duffy
1957-58	R T Sloggett
1958-59	C L Craig
1959-60	M C G Schrader
1960-61	A C Hill
1961-62	M C G Schrader
1962-63	I S Sloggett
1963-64	C L Craig
1964-66	C Einsiedel
1966-68	E Quinlan
1968-70	D G Potts
1970-72	J C Brough
1972-78	W C Rapley
1978-81	E W Pretty
1981-82	E J Hogan
1982-83	E W Pretty
1983-85	E J Hogan
1985-89	G A Peterson
1989-	P J Silva

ANNUAL REPORT 1990-91

PRESIDENT'S REPORT

The past year has not been an easy one for the Society. With the country in economic decline, it is understandable that people have less money for their hobbies. Although we have suffered a reduction in the number of members, we are fortunate that it hasn't been too great a fall. More dramatic has been the impact on tours. It has been a struggle to get sufficient numbers for many tours and, financially, result for the year's tours has been a loss.

Overall for the Society, the financial result has also been a loss but this includes nearly $20,000 of major works at the Museum. The works, necessary to allow diesel locomotives to be exhibited, were financed from the Museum earnings that have been retained over the years for such purposes. If the work hadn't been undertaken, the Society would have achieved a profit of the order of $15,000. Hence members ought to find the loss to be an acceptable outcome. A more detailed Treasury Report has been included with the financial section. It also comments on further changes to the format of the financial reports.

While to the corporate world we are very much a company, hence the appearance of the A.C.N., the Society is a volunteer body. We are entirely dependant on the selfish efforts of members and I thank all those who have played their part, no matter how small, in making things happen during the year. I thank the Council for their support during the year and especially Mike Whelan for stepping into the position of Secretary at the last Annual General Meeting. Thanks also go to David Goodwin for his efforts as Treasurer. It was unfortunate, however, that when David chose to step down from the position at the last A.G.M., no other member was prepared to come forward and take over the role. Consequently it was necessary to share the task between a number of the Councillors and this is a most unsatisfactory situation.

The hesitancy of members to come forward and fill vacancies on Council is of increasing concern. In past years we have had considerable difficulty in finding a Secretary. In the past year we have been without a Councillor as well as a Treasurer and the future looks no better. With the close of nominations for the coming year, the Treasurer's position remains vacant. A positive sign was David Mehlman stepping forward as a nominee for Councillor, which Council embraced by appointing David to the vacancy on a casual basis. Regretfully this step forward has been more than offset by the resignation of Keith Buckland from Council and Peter Churchley opting not to seek re-nomination. Thanks go to both Keith and Peter for their contributions to Council over the years. It is now up to other members to follow David Mehlman's lead and step forward to fill the vacancies that will exist.

GORDON STATION GROUP

The year 1990 marked the commencement of a new venture for the Society with a small group of members embarking on the restoration of the station building at Gordon. Built in 1879, extended and modified over the years, Gordon was closed to traffic in 1985. By the time the Society took up a lease in 1990, the building was in poor shape. It had been vandalised, all the windows broken, weatherboards and verandah posts removed, and part of the roof blown off.

In a period of only 12 months, the members of Gordon Station Group have brought about a marked change to the building. It is now secure with all the

weatherboards replaced and new windows being fitted. The corrugated iron roof has been repaired with roofing iron obtained from the old carriage shed at Bendigo. New gutters have been fitted and connected to a tank to provide a water supply. To prevent further deterioration of the timbers, a major effort was undertaken to paint the building before winter.

The building restoration has progressed to the stage where it is now possible to stay overnight if you don't mind accommodation that is a bit spartan. Society members are encouraged to help with the restoration and also to make use of the building. Interested members should contact the Gordon Station Group.

MUSEUM

After a number of years without major changes, the last twelve months have seen a tremendous amount of work carried out at the Museum as well as placing a number of new exhibits on display. Over 300 metres of track has been constructed, old track resleepered and ballasted, and additional new track built.

Like many voluntary organisations, the input of members has been rather limited, even when special working bees are advertised. We do appreciate the help that has been given by a few members on occasions. Despite this, it has been necessary to pay for some of the work on the track, which after 30 years was in very poor condition. As a result we have used some of our reserves which has been built up over the years on this vital work, hence our loss on the year. The generous donations made by a number of members has been of great assistance and greatly appreciated.

The new track has allowed us to put on display ex SEC locomotive F216 (SEC 2), 60 ton wrecking crane No. 19, E1102, W243, L1150 and B83. There is no doubt that, along with H220, B83 is a popular exhibit. The present generation can relate to a diesel as they are seen regularly, and thus they appreciate being able to get into the loco and examine a diesel closely.

The highlight of the year was the visit by the Premier of Victoria to the Railway Museum. The Hon. Joan Kirner, Member for Williamstown, has visited the Museum on a number of occasions both officially and casually with her family. On this occasion Mrs Kirner unveiled a plaque recording the 50th birthday of locomotive H220 (Heavy Harry) and acknowledged the expertise and workmanship of the tradesmen and engineers of the Victorian Railways Newport Railway Workshops.

Mr David Watson, Rail Preservation Officer of the PTC assisted with the ceremony. Mr George Brown, Patron of the Museum and former Chairman of Commissioners of the Victorian Railways, Mr John Brownbill, eldest son of another Chairman of Commissioners, Mr Edgar Brownbill, and present Chaplain to PTC, and Neil Pearson, Chairman of the Museum Committee, all spoke on the assistance given to the Museum by the Railways and their personnel. DERM 58RM, jointly allocated and maintained by the Seymour Loco Steam Preservation Group, arrived at the Museum gate with a standing room only load of our friends from Seymour. Over all an excellent crowd attended, and a pleasant day was the result.

We are participating in a Taskforce looking at the feasibility of the Museum being located in the very old but historic East Block and Clock Tower buildings at the Newport Workshops. The very high cost of relocation, the maintenance and running costs on the old buildings at the Workshops would certainly be beyond the means of our current operation. A possible alternative would be to roof and develop our present area. Whatever happens we are still talking to the Museum of Victoria, and the option of us being a Campus of theirs is still very much alive, although no positive action seems probable in the near

future. Other options for the Museum's future are also being investigated.

Apart from the exhibits at the Museum, we have several jointly allocated exhibits at Seymour. Thanks to the skills and efforts of the Seymour group many vehicles and motive power are available for operations. These include the Heritage Train which has the "Yarra" Parlour Car in the consist, DERM 58RM, a number of carriages, T320, Y133 as well as Seymour's own restored locomotive J515.

PUBLICATIONS

As in the previous year, 1990-91 has been one of steady progress for the Publications Committee, with a number of small publications being successfully published and work on several major book productions which we hope to see released in the near future.

The limited production of copies of the first ten volumes of the *Bulletin* was successfully completed and thanks go to Ian Cutter for his work on this project. These volumes proved very popular, frequently selling out on the night of their release. Several additional volumes in the series of *Victorian Railways Station Diagrams* books, based on the drawings of Weston Langford from the period 1955-1960, have also been published. Produced to orders received, surplus copies have quickly sold out and a pleasing increase in the number of orders received has occurred with each succeeding volume. Production of these books has been greatly assisted by the addition of Ross Perry to our production team. Our best selling production, the *ARHS Colouring Book Volume 1* has been revised and enlarged to bring it up to the design standard of *Volume 2*. Both books continue to bring good sales to young fans at exhibitions.

Member Steve Malpass devoted considerable time and talent to the redesign of the covers for the series of ARHS video tapes. The value of this exercise in packaging being fully justified by the renewed interest in these tapes at the 1991 AMRA Exhibition. Consideration is now being given to the production of additional video tapes in this series, based on archival film footage.

While these projects have been underway, work has progressed steadily on a number of major projects. Steve Malpass and Jim Harvey have been working closely with Merilyn Ramsay, the author of *Steam to Strzelecki*. Preparation and design of this branch line history, has taken many hours of work and it was with considerable satisfaction that the special introductory brochure was released at the end of the Society year. We are all confident that this history will set a new standard for branch line histories and hopefully members who have ordered copies will have them by the time they read this report.

Considerable effort has also gone into the finalising of the text of *Vintage Year for Steam*. This work is all but complete and the primary task for the Committee in the remainder of 1991 will be the design and layout of this definitive account of the events of 1988 and 1989 ready for the Christmas market. The main workers on this project will be Steve Malpass and John Dare.

Authors David Beardsell and Norman Cave advise that they are in the process of finalising details of the text for *Victorian Engines*. This two volume work will be a definitive history of locomotives in Victoria and we are sure that all members of the ARHS will want to add a copy to their book collection when it is published. With a text of such historical importance considerable checking of the text for accuracy is essential, even before design and publication preparation is commenced. We are sure that the work of David and Norman will be well worth waiting for.

With several major projects nearing completion and a commitment to maintain production of several smaller booklets, the

Committee looks forward to a busy year in 1991-92. We thank all members for their support in the past year and we are sure that your orders for our future publications will keep our Sales Manager, George Gregson busy in the forthcoming year.

SALES

The Sales Department has had a relatively good year, despite the economic conditions. Takings at the monthly meetings were comparable with previous years. The mainstay of our sales is at exhibitions and we attended four during the year: the Ballarat Model Railway Club exhibition at Ballarat over the Queen's Birthday weekend, which is held every two years; the Waverley Model Railway Club's two exhibitions held at Box Hill High School over the Queen's Birthday weekend and at Glen Waverley High School in October; and the annual AMRA exhibition at Camberwell Civic Centre on the Labour Day weekend. All were well patronised, with takings up on the previous year.

The second book in a series of *Victorian Railways Station Diagrams* by Weston Langford (the North-East District) was despatched at the start of the financial year and the third book (Eastern and South-Eastern District) was published during the year. At the end of April preparations were well under way to forward the brochures for the next book in the series (South Western District). With print runs being restricted to the number of orders received, a number of people have had to be advised that they were not successful in obtaining copies of the first two books.

The brochure for the latest book to come from the Publications Committee, *Steam to Strzelecki*, was forwarded in the April mailout and orders were steadily being received whilst the book is due from the printers early in the new financial year. This is the first of a number of products which are progressing towards the production stage. Sales of the walking guide on the Outer Circle Railway have been steady, mainly due to stocks being placed in a shop in the Kew area which caters for walking groups. Sales through a book distribution firm have continued to broaden our market but these have slowed down compared to the initial response gained when our products were first placed with them.

Thanks are extended to those people who have assisted on the sales counters at the monthly meetings and the exhibitions attended.

NEWSRAIL

The start of the Society year saw some staff changes in the Newsrail team. Peter Clymo resigned as News Editor due to work commitments. The team expresses their thanks to Peter for the effort that he put in. Denys Potts took over the role as News Editor. Geoff Peterson took over the chair as Council Co-ordinator. The team of volunteers has continued to put in untiring effort to produce a high quality magazine on a monthly basis.

To make *Newsrail* more marketable it was decided during the year to investigate changing to an A4 size format. Steve Malpass was invited to assist with the format changes and a decision made to change to A4 format commencing January 1992. Work is currently in hand to finalise the format change which will cover masthead, layout, style and the possible introduction of new segments.

The future of the magazine looks good but its ongoing success is dependant on the contributors and the effort they put in with the submissions of articles, news, sightings and photographs. We are always on the look out for new material and new contributors which will allow us to build the standard of *Newsrail*.

ENTERTAINMENTS AND SLIDE COMPETITION

It is pleasing to report that this Committee has maintained its good record of providing a regular monthly Entertainments Meeting for members each month over the past year. Meetings have all been conducted in the AMP Theatre and we thank the theatre management for their co-operation throughout the year. Our old friend Joe Glasson retired as theatre manager during the year and although Joe still continues to provide the technical services for our meetings, we now liaise with Neville Wilkie, the new theatre manager. We wish to thank both Joe and Neville for their obliging co-operation throughout the year.

Meetings were conducted regularly on the fourth Thursday of each month, except when this date clashed with a public holiday causing meetings to be transferred to the preceding Wednesday. Attendance remained steady at between 100 and 150 members. Thanks must be given to the members of the Social Committee, Jim and Betty Beggs and Ian and Beryl Lornie, who have regularly provided refreshments at each meeting. Sales Manager, George Gregson was able to provide an interesting range of items on the sales table at each meeting, thus boosting Society finances. We thank George and his Sales team for their efforts.

It is the aim of this Committee to provide a varied and interesting program of entertainments items at each meeting. We believe that this has been achieved in the past year and a full list of speakers and other entertainment items concludes this report. Thanks must be given to the Film Group for their continued contribution on three occasions during the year, despite reduction in manpower and various other difficulties. The Film Group are to be also complimented on their use of the excellent video facilities of the AMP Theatre along with the traditional film medium.

The annual 35mm Slide Competition was won by Michael Schrader in 1990 with a score of 29 points, well ahead of Stuart Turnbull, who gained second place with 21 points. Frank Londey and Colin Pike shared third place with 13 points each. Michael Schrader achieved a double by also winning the C D Gavan-Duffy Winner of Winners Competition, conducted for the December meeting. The number of entries in several monthly competitions was disappointing, with less than twenty slides being submitted for judging. This trend has been reversed in 1991, with well over forty slides entered for most of the competitions conducted so far. We take this opportunity of thanking all those who have entered the competition for their support and especially those who have become regular entrants for the first time. We look forward to their continued support in future competitions.

The following is a list of Entertainment Items of 1990-1991.

May 1990	V. Findlay - Castlemaine & Maldon Tourist Railway
June	Melville Connell - Grain Elevators Board
July	Dr G. Deutsch - Fast Freight Train
August	Leo Grande - Metrol
September	ARHS Victorian Division 45th Anniversary
October	Stan Flattely Memorial Film and Video Competition
November	David Beardsell - Victorian Locomotives
December	Annual Film Night
January 1991	M. Schrader - National Freight Operations
February	S. Turnbull - Railways and tramways of Japan
March	Film Group Video Night
April	Central Highlands Tourist Railway

FILM GROUP

Despite the recurring problem of falling manpower resources for the group's activities, the Film Group has seen some significant advances in the past year. The ready assistance provided by members, film distributors and private film collectors for the Film Group's efforts is gratefully acknowledged.

Manpower

It is with regret that we record the departure from the Film Group of long-time member, Jerry Smidt. Jerry came to the group at a time of low-manpower resources and was a tower of strength in lending his support to the many activities of the Film Group. In particular, he greatly contributed to the film production team during the years it produced such popular successes as *Setting the Road*, *Moving People*, *Rocket* and *A Century Preserved*. The provision of his high-powered Super 8mm projector made possible, after many years of neglect, the screening of members' Super 8 films at the National Mutual, and later AMP Theatrette locations. Fortunately, several generous offers of assistance have already been received from members, to augment the rather diminished manpower resources.

Film Screenings

The Group has been most gratified at the strong support members have given to the monthly film screenings, most of which are now held at the "Windsor Theatrette", the Society's rooms at Windsor Station. The Private Collection screenings have developed far beyond earliest hopes. We even manage "house fulls" and the provision of additional seating and recent advances in setting up more efficient projector facilities and an improved screen and audio system are making for better presentation to audiences.

The Windsor screenings are continuing during 1991 as a showcase of some of the best films in rail history. This is particularly important at this time with the increasing problem of old films being withdrawn from distribution. We have already seen the loss of several famous rail features in the past year. The Windsor screenings are providing sometimes a final chance to catch up on many rail films before they are lost to audiences forever in the film medium: video releases are often a very poor substitute for the impact of large screen film presentation.

Highlights from the past year's programs must certainly include the long-lost British feature *Fortune Lane* (pre-nationalisation steam), the early John Wayne epic *Hurricane Express*, Marlene Dietrich's legendary *Shanghai Express*, a repeat of the much loved *The Titfield Thunderbolt* and, unheralded due to the demise of *The Train*, a beautifully produced Canadian feature *The Grey Fox*, set in British Columbia railway territory.

Stan Flattely Film and Video Awards

The Group approached the 1990 awards with considerable trepidation, after the diminished support for the previous year's awards. The 1990 awards saw quite a small number of entries, especially in the film category. But some excellent talent was unearthed - in particular for the Grand Prize winner: a magnificent historical feast of New South Wales steam in Graham Thomas' *North of the Border*. Best videotape entry was a spectacular epic on the Western Steam Special in Tasmania, produced by Brian Neilson and Hedley Charles, and the award for the best archival entry going to Arthur Hill's delightful *Shelbourne Mixed Train*.

Film Production

A tentative start has been made on launching a film production program to record the passing (and vanishing) rail scene in Victoria, primarily for archival purposes. As mentioned, the production arm of the group has been rather diminished, but it's hoped this won't deter enthusiasm to see production again take an important place in the Group's activities.

Film and Video Archive

The archive is established in its new storage facilities and a program of checking and re-evaluation has begun. Already the archive catalogue has been re-worked to make it more accessible to outside producers looking for stock footage for use in film and video productions. Despite the continuing depression in the film and television industries in Australia, a number of requests have come in from producers to locate archival footage. This includes an extensive series of previews conducted for an interstate producer, aimed at a new television mini-series on Australian railways.

The acquisition of new films or videos has fallen off most disappointingly. This is partly a result of the high costs of obtaining material nowadays and also the lack of suitable footage in the market place. The tragedy is that numerous famous rail films are being scrapped while the distributors adamantly refuse to allow the Archive to purchase them or provide a permanent preservation home to keep these films in the country. There seems little hope for a change in the attitude to films when the rights expire for their distribution in Australia. Only one film, on NSW branchline revenue workings, was added to the Archive in the past year.

TOURS

The Tours Committee's main objective is to market tours to places of railway interest. Very often this is to destinations "off the beaten track" not normally accessible by regular rail services. As members will be aware the number of good destinations available to choose is rapidly decreasing as the picturesque branchlines have been closed or unavailable for a special passenger train.

We have worked hard to promote an interesting selection of tours for members to enjoy. However we continually face a decreasing number of destinations and increasing operating costs. Special charters must cover all expenses involved and we pay up to $1,000 per hour on many loco hauled excursions regardless whether we use steam or diesel locomotives. The following tours operated last financial year.

Barry Beach & Welshpool. Saturday, 12th May 1990

Preserved 60 year old DERM No 58RM hauling a 100 year old glistening 2ZL brake-van, kindly made possible by the Seymour Locomotive Steam Preservation Group, made up our special. 58RM was sporting the very first Blue 'n' Gold livery just as they were around 1953. On time running was in order for the entire tour, which turned out to be the last train to Welshpool as the line was "booked out" very soon after. Members were also able to visit Esso Barry Beach Marine Terminal, where 58RM showed, in pouring rain, its ability to shunt about six tanks in order to run around. This tour was actually deferred from February because of the hot weather and the track condition. We were determined to go and the wait was well worth it.

Melbourne Electric Tram Tour. Sunday, 22nd July 1990

This very popular annual trek around our world famous tram-way network turned out to be another interesting day. It is on this type of tour we really appreciate the fine craftsmanship that has gone into the preservation of the Historic Fleet with cars restored to back how they used to look in their former livery schemes.

Maffra (Joint tour with A.R.E.). Saturday, 18th August 1990

R761 steamed quietly out of Melbourne just after sunrise and after picking up passengers at suburban stations, put in a spirited performance to Traralgon. K190 replaced the Hudson and hauled the train tender first to Stratford, before running out on the branch to Maffra. The train certainly proved popular with the local people as we picked up additional

passengers each time we stopped, including some at a photostop. The whole town of Maffra seemed to be at the station when we arrived and it was satisfying to see the smiles on the children at seeing a steam loco first hand and to hear the older people talking about their once regular service. All too soon it was time to head home and after some excellent photostops in bright sunshine we arrived at Traralgon to service both the passengers and K190, and to attach R761. The sights and sounds of steam after dark can be truly magical and even though we arrived back in Melbourne a few minutes late everyone went home satisfied after a well run tour!

Avoca. 17th November 1990

This tour was run to mark the centenary of the line from Avoca to Ararat through the very picturesque Pyrenees Ranges. We had planned to use R766 ex Melbourne, but unfortunately bookings fell short of projections so T413 was used instead. After an on-time departure we fell foul of late running jets on the Western line but thanks to the efforts of the train controller, arrival at Ballarat was nearly on time. We attached $D^3$639 here as well as the set of Ballarat vintage cars. The line to Maryborough has some of the steepest grades left in Victoria but they proved no problem to us. The local band met us at Maryborough and entertained our passengers while the locals inspected our train. The journey across to Ararat was at a leisurely pace even though both locos worked flat out on the steep rising grades. At Ararat, $D^3$639 went to the loco to be turned and the time was taken to record on film this once mighty depot in decline. The run home started a couple of minutes early and everything went fine. At Ballarat the D^3 and Ballarat cars were detached and the evening meal was readily consumed. All our crosses with down trains worked well until Ballan where we arrived on time. We had to wait over 40 minutes to cross a late running 9149 Jet and then we were then put away at Rockbank to cross the Overland which had N469 solo providing the power as tests were being conducted to see if one loco could handle the load. We finally arrived in Melbourne at 10.13 pm, 33 minutes late, tired but happy.

Kulwin Weekend Tour. 16th-17th February 1991

58RM ventured back into well known stamping-ground on our weekend run to Kulwin and return covering 886 troublefree kilometres. Highlights included a photographic session right in the main street at Wycheproof, in glorious Mallee sunshine. Our trip this time was unlike our last attempt some 20 years ago, when a younger Tulloch DRC didn't complete the trip. On this occasion our DERM with over 60 years of motoring experience ran the whole without the slightest hitch. This excellent tour was highlighted by on-time running throughout, coupled with first class meals up-country. Members stayed overnight at Sea Lake.

It was disappointing we had to cancel two tours this year, one being the Swan Hill Rail Centenary weekend in June 1990 and the other was the Central Highlands Express to Castlemaine and Maryborough with an AN 700 class and the Avoca Dining Car attached. Unfortunately both tours didn't attract sufficient patronage.

We thank all passengers who have supported us during the year. A special thankyou goes to those people and organisations who have assisted us on the day of tours. Once again we look forward to the coming year. We can always do with additional help especially on larger tours. Assistance is always required to run the tours and with the pre-tour work like brochure preparation, preparing history and line-side notes, arranging photo-stops or organizing catering.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295) DIRECTORS REPORT

Your directors submit herewith the Financial Statements of the company for the year ended 30th April, 1991 and in accordance with Section 304 of the Corporation Law as follows:

1. DIRECTORS

Directors in office as at date of this report are:

P J Silva, I V Jenkin, P T Jeeves, G A Peterson, M J Whelan
D I Mehlman, N A Pearson, G W Gregson, P S Churchley

2. PRINCIPAL ACTIVITIES

The principal continuing activities of the company have been to promote an interest in railways for the benefit of its members, and there were no significant changes to these activities during the year.

3. RESULTS

The net result of the company for the year under review was a loss of $4,069.
(1990 Profit $39,843)

4. CAPITAL

The company is a company limited by guarantee and does not have a share capital.

5. SIGNIFICANT CHANGES

There are no significant changes in the state of affairs of the company during the financial year.

The company does not intend to extend its operations outside its current activities during the next financial year.

6. DIVIDENDS

The Articles of Association specifically prohibit the payment of any dividends

7. OPERATIONS

The company's operations cannot be split into separate divisions.

8. MATTERS SUBSEQUENT TO THE END OF THE FINANCIAL YEAR

Matters or circumstances have not arisen since the end of the financial year that have significantly affected or may significantly affect -

(i) the operations of the company
(ii) the results of those operations, or
(iii) the state of affairs of the company in subsequent years.

9. LIKELY DEVELOPMENTS

There are no matters envisaged which will significantly affect the operations of the company, or the expected results of those operations in the foreseeable future.

10. INFORMATION ON DIRECTORS

The directors' qualifications, experience and special responsibilities are set out below.

Name	Qualifications	Experience	Special Responsibilities
P J Silva	Engineer	8 years	Presidential/Treasury
I V Jenkin	Secondary Teacher	11 years	Publications
P T Jeeves	Accountant	10 years	Tours/Treasury
M J Whelan	Contracts Manager	1 year	Secretarial
G A Peterson	Sales Manager	13 years	Newsrail
N A Pearson	Clerk	12 years	Museum/Treasury
G W Gregson	Bank Officer	5 years	Sales
P S Churchley	Manager	4 years	Film/Library
D I Mehlman	Transport Officer	-	Tours

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295) DIRECTORS REPORT

11. DIRECTORS BENEFITS

No director has an interest in any contract made, or proposed contract to be made with the company.
Since the end of the previous financial year no director has received or has become entitled to receive a benefit by reason of a contract made by the company, or related corporation, with the Director, or with a firm of which is a member, or with a Company, in which he has a financial interest.

This report is made by authority of a resolution of the directors and signed on behalf of the Board:

P J Silva Director P T Jeeves Director
Dated at Melbourne this 12th day of November, 1991.

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295)

We have audited the accounts set out on pages 13 to 17 in accordance with Australian Auditing Standards.

It should be noted that we have had to rely on the company's written receipts as evidence that all donations and other receipts, which cannot be reasonably verified, have been fully accounted for.

In our opinion subject to the above paragraph, the accounts of the Australian Railway Historical Society - Victorian Division are properly drawn up in accordance with the provisions of the Corporations Law and so as to give a true and fair view of:

(i) The state of affairs of the company as at 30th April 1991 and of the result of the Company for the year ended on that date;
(ii) The other matters required by Section 4 of Part 3.6 of that Law to be dealt with in the accounts;

and are in accordance with Statements of Accounting Concepts and applicable Accounting Standards.

Signed at Melbourne, this 12th day of November, 1991.

C W STIRLING & CO
Chartered Accountants

J.A.PHILLIPS
Partner

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295) STATEMENT BY DIRECTORS

1. In the opinion of the Directors of the Company:
   (a) The accompanying Profit and Loss Account is drawn up so as to give a true and fair view of the results of the company for the year ended 30th April, 1991
   (b) The accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the company as at the end of that financial year.
   (c) At the date of this statement, there are reasonable grounds to believe that the company will be able to pay its debts as and when they fall due.
2. The accompanying accounts have been made in accordance with Statements of Accounting Concepts and applicable Accounting Standards.

Signed at Melbourne this 12th day of November, 1991 in accordance with a resolution of the directors

P J Silva Director

P T Jeeves Director

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295) BALANCE SHEET AS AT 30TH APRIL, 1991

	NOTE	1991 $	1990 $
CURRENT ASSETS			
Cash		6,973	5,870
Receivables	4	6,430	9,869
Investments	5	127,000	111,000
Inventories		71,551	67,696
TOTAL CURRENT ASSETS		211,954	194,435
NON-CURRENT ASSETS			
Property, Plant and Equipment	6	123,411	119,878
TOTAL NON-CURRENT ASSETS		123,411	119,878
TOTAL ASSETS		335,365	314,313
CURRENT LIABILITIES			
Creditors and Borrowings	7	31,396	6,275
TOTAL LIABILITIES		31,396	6,275
NET ASSETS		$303,969	$308,038
ACCUMULATED FUNDS & RESERVES			
Retained Earnings		290,013	127,646
Reserves	8(a)	13,956	180,392
TOTAL ACCUMULATED FUNDS		$303,969	$308,038

The accompanying notes form part of the accounts.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295) PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH APRIL, 1991

	NOTE	1991 $	1990 $
Operating Profit/(Loss)	2,3	(4,069)	39,843
Retained Earnings at the beginning of the financial year		127,646	104,716
Total Available for appropriation		123,577	144,559
Aggregate of amounts transferred from/(to) Reserves	8(b)	166,436	(16,913)
Retained Earnings at the end of the financial year		$290,013	$127,646

The accompanying notes form part of the accounts.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295) NOTES TO AND FORMING PART OF THE ACCOUNTS FOR THE YEAR ENDED 30TH APRIL, 1991

1. STATEMENT OF ACCOUNTING POLICIES

The accounts have been prepared in accordance with Statements of Accounting Concepts, applicable Accounting Standards and with the disclosure requirements of Schedule 5 of the Corporations Law. The accounts have been prepared on the basis of historical costs and do not take into account changing money values or, except where stated, current valuations of non-current assets. The accounting policies have been consistently applied, unless otherwise stated.

The accounts have been prepared in accordance with Schedule 5 for the first time. This has resulted in reclassification of certain comparative information.

The following is a summary of the significant accounting policies adopted by the Company in the preparation of the accounts.

(a) Taxation
Income tax has not been provided in the accounts as the company is an exempt organisation in accordance with Section 23 of the Income Tax Assessment Act.

(b) Depreciation
Depreciation is calculated so as to write off the net cost of each depreciable non-current asset over its expected useful life.

(c) Inventories
All inventories are valued on the lower of cost and net realizable value.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295)
NOTES TO AND FORMING PART OF THE ACCOUNTS FOR THE YEAR ENDED 30TH APRIL, 1991

		1991 $	1990 $
2.	OPERATING PROFIT		
	Operating profit has been determined after:		
	(i) Crediting as revenue:		
	Interest received from other persons	19,361	12,739
	(ii) Charging as expenses:		
	Depreciation	5,531	5,060
	Auditors Remuneration	3,500	2,100
3.	OPERATING REVENUE		
	Sales Revenue	62,709	51,316
	Other Revenue:		
	- Subscriptions	63,741	75,433
	- Interest	19,361	18,388
	- Other	36,251	87,336
	- Donations	34,019	31,539
		$216,081	$264,012
4.	CURRENT ASSETS - RECEIVABLES		
	Debtors	7,801	6,657
	Less Provision for doubtful debts	1,371	1,371
		6,430	5,286
	Prepayments	-	4,583
		$6,430	$9,869
5.	CURRENT ASSETS - INVESTMENTS		
	Cash on Deposits	$127,000	$111,000
6.	NON-CURRENT ASSETS - PROPERTY, PLANT & EQUIPMENT		
	Plant and Equipment (at Cost)	141,324	132,620
	Plant and Equipment (at Directors Valuation 17/6/77)	1,495	1,495
	Plant and Equipment (at Directors Valuation 18/12/78)	18,450	18,450
		161,269	152,565
	Less Accumulated Depreciation	37,858	32,687
		$123,411	$119,878
7.	CURRENT LIABILITIES - CREDITORS & BORROWINGS		
	Bank Overdraft	-	2,656
	Membership subscriptions in advance	31,396	-
	Other Creditors	-	3,619
		$31,396	$6,275

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295)
NOTES TO AND FORMING PART OF THE ACCOUNTS
FOR THE YEAR ENDED 30TH APRIL, 1991

	1991 $	1990 $
8. RESERVES		
(a) Composition:		
Steam Preservation Fund	7,825	7,825
Museum Building Fund	6,131	6,131
Museum Preservation Accumulated Fund	-	166,436
	$13,956	$180,392
(b) Movement:		
Museum Preservation Accumulated Fund		
Balance 1st May 1990	166,436	149,523
Transfer (to)/from Retained Earnings	(166,436)	16,913
Balance 30th April 1991	$ -	$166,436

9. SHARE CAPITAL

The Australian Railway Historical Society - Victorian Division is a company limited by guarantee, thus it does not have any share capital.

10. AUDITORS REMUNERATION		
Amounts received or due and receivable by the auditors for:		
(i) Audit of the accounts	3,500	2,100
(ii) Other services	-	-
	$3,500	$2,100

11. REMUNERATION OF DIRECTORS

No director receives any remuneration from the company. All services are provided on a voluntary basis.

12. RELATED PARTIES

The names of each person holding the position of Director of Australian Railway Historical Society - Victorian Division during the financial year are:

P J Silva	I V Jenkin	P T Jeeves	G A Peterson
K S Buckland	D J Goodwin	N A Pearson	G W Gregson
P S Churchley	I A MacCowan	M J Whelan	

13. FINANCIAL REPORTING BY SEGMENTS

The company operates predominantly in the area of railway preservation throughout Victoria.

14. ACCOUNTS DISCLOSURE

These financial statements comply with the provisions and requirements of Schedule 5 of the Corporations Law, which became operational as from 1st January, 1991.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295)
NOTES TO AND FORMING PART OF THE ACCOUNTS
FOR THE YEAR ENDED 30TH APRIL, 1991

		1991 $	1990 $
15. SOURCES & APPLICATION OF FUNDS			
SOURCES OF FUNDS			
FUNDS FROM OPERATIONS			
Inflow of funds from operations	3	216,081	264,012
Less outflow of funds from operations		214,269	219,602
	15(a)	1,812	44,410
REDUCTION IN ASSETS			
CURRENT ASSETS			
Cash		-	2,379
Receivables		3,439	-
Inventory		-	10,012
INCREASE IN LIABILITIES			
CURRENT LIABILITIES			
Creditors & Borrowings		25,121	2,656
		$30,372	$59,457
APPLICATION OF FUNDS			
INCREASE IN ASSETS			
CURRENT ASSETS			
Cash		1,103	-
Receivables		-	2,294
Investments		16,000	46,066
Inventory		3,855	-
NON CURRENT ASSETS			
Plant and Equipment Purchased		9,414	4,639
REDUCTION IN LIABILITIES			
CURRENT LIABILITIES			
Creditors & Borrowings		-	6,458
		$30,372	$59,457

15(a) Reconciliation of funds from operations with operating surplus:

Funds from operations	1,812	44,410
Less: Loss on disposal of non-current assets	350	-
	1,462	44,410
Less: Depreciation	5,531	4,567
NET OPERATING SURPLUS/(DEFICIT)	$(4,069)	$39,843

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295) SUPPLEMENTARY INCOME AND EXPENDITURE STATEMENT DISCLAIMER

The additional financial data presented in the following pages is in accordance with the books and records of Australian Railway Historical Society ("our Client") which have been subjected to the auditing procedures applied in our statutory audit of the Company for the year ended 30th April 1991. It will be appreciated that our statutory audit did not cover all details of the additional financial data. Accordingly, we do not express an opinion on such given. Neither the firm nor any member or employee of the firm undertakes responsibility in any way whatsoever to any person (other than our Client) in respect of such data, including any errors or omission therein however caused.

C W STIRLING & CO
Chartered Accountants

J.A.PHILLIPS
Partner
Melbourne, 12th November, 1991.

TREASURY REPORT

The loss of $4,069 for the Society Year ended 30th April, 1991 may first be seen with some concern. Included in this consolidated result is the expenditure of $19,025 on replacement track and associated works at the Museum. This is the first time in the Museum's history that this activity has been undertaken. During these difficult economic times there has been a significant reduction in the Tours revenue which is reflected in Note 3 of the accounts. Considering the slowing of some revenues and increasing costs, the Society general overheads have been kept well in check.

It should be noted in the statement of accounting policies that these accounts have been produced for the first time under Schedule 5 of the Corporation Law which came into effect nationally from the 1st January, 1991. Last year they were produced under Schedule 7 of the Companies (Victoria) Code. As we are a registered company we must respond to these changes in the law. These changes have occurred in some areas such that reclassification of some of last year's figures had to be undertaken to accommodate changes in the Corporations Law. The most notable area is in the treatment of stock which is shown up in the Supplementary Income & Expenditure Statement as a significant change from the previous year although there is no change to the reported result. In Note 8b of the accounts, the movement in Reserves is purely an accounting movement during the year to transfer the Net Worth of the Museum back into Retained Earnings.

High interest rates during the year helped produce good earnings from investments. Due to falling rates however, it is anticipated that interest revenue will fall during the coming year. The higher Investments on Hand as at 30th April, 1991 largely reflects the early membership renewals which is shown as a Current Liability as referred to in Note 7. We hear so much about bad debts in these times and it is pleasing to note that we have not been effected by this and the Provision for Doubtful Debts is adequate at this time. In summary, a reasonable financial year considering the difficult economic times. Membership revenue has remained reasonably steady as has that of the Museum. Unfortunately the loss from Tours and the major expenditure at the Museum has had a significant influence upon the overall result as it must be reported.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION (A.C.N. 004 701 295) SUPPLEMENTARY INCOME AND EXPENDITURE STATEMENT FOR THE YEAR ENDED 30TH APRIL, 1991

	1991	1990 (format as per 1991 accounts)	1990 (format as published in 1990)
	$	$	$
INCOME			
Membership Subscriptions	53,471	63,133	63,133
Enrolments Fees	-	247	247
Interest Received	12,127	12,739	12,739
Advertising	3,858	2,663	2,663
Newsrail	24,645	22,976	44,545
Bulletin	10,270	15,003	7,209
General	27,892	13,799	52,225
Other	697	978	13,425
	132,960	131,538	196,186
EXPENDITURE			
Direct Cost of Newsrail	30,864	36,533	36,532
Other Direct Costs	-	-	81,950
Cost of Sales	35,847	21,932	11,270
Accounting Fees	3768	3,932	3,932
Annual Report	502	877	877
Audit Fees	3,500	2,100	2,100
Bank Charges	981	1,104	1,104
Bulletin	8,739	11,269	4,483
Depreciation	1,341	1,321	1,314
General Expenses	6,999	4,190	1,904
Insurance	5,302	7,821	7,821
Library Expenses	-	1,006	1,006
Mailout	7,521	7,481	7,481
Meeting Expenses	3,006	3,322	3,322
Membership Expenses	1,111	1,312	1,312
Power & Gas	502	474	474
Repairs & Maintenance	3,004	1,740	4,167
Stationery	4,045	8,215	8,282
Telephone	647	887	887
Publication Expenses	2,553	54	-
	120,232	115,570	180,218
General Surplus	12,728	15,968	15,968
Surplus/(Deficit) from "Tours"	(2,812)	6,962	6,962
Surplus from "Museum Operations"	5,040	16,913	16,913
Extraordinary Item -			
Museum Area Improvement	(19,025)	-	-
NET OPERATING SURPLUS/(DEFICIENCY)	$(4,069)	$39,843	$39,843

COUNCIL SUB-COMMITTEES 1990-91

* Council Liaison Officer

Museum
Chairman: N Pearson *
Works Supervisor: I Bird
Committee: W Matthews, E Pretty, D Palmer, T Precious, M Clevett, T Clark, J Green, B Lapthorne

Newsrail
Chairman: G Peterson*
Production/Pictorial: F Cross
News: D Potts
Articles: H van den Berghe
Pictorial: B Leydon
Assistants: J Dare, S Brown, S Malpass

Publications
Chairman: I Jenkin *
Committee: G Gregson, J Harvey, I Cutter, J Dare, R Perry, F Londey, S Malpass, D Potts

Library
Chairman: P Churchley *
Members: D Palmer, T Churchley

Archives
Convener: K Buckland*
Secretary: R Bruce
Committee: G Brown, A Gunzburg, P Dunn, B Herbert, G Watts

Sound Recording
G Peterson *, B Leydon

Entertainment
Chairman: I Jenkin *
Committee: A Stillman, I Lornie, G Gregson, V Findlay, P Churchley, A French

Film Group
Chairman: P Churchley *
Officer-in-Charge: R Seccombe
Members: D Kidd, J Smidt, R MacLennan

Gordon Station Group
Project Leader: A Ward
Members: P Buchanan, R Cox, J Ward, D Cronin, G Peterson *

Tours
Chairman: B Eadie
Committee: B Payne, F Londey, J Mason, T Forshaw, D Mehlman, P Jeeves *

Sales
Manager: G Gregson *
Assistants: B Beggs, J Beggs, B Lornie, I Lornie, G Carmichael, F Knuckey, M Holzapfel, F Londey, P Churchley

Social Committee
Mesdames B Beggs, B Lornie
Messrs J Beggs, I Lornie

Secretariat
Newsletter Editor: P Silva
Meetings Reports: A French, D French
Printing: G Carmichael, R Bramley
Mailout Co-ordinator: I Jenkin
Mailing Officer: A Bodey
Exhibitions Officer: G Gregson
Membership Officer: Mrs J Jeeves
Rented Premises Curator: vacant

Australian Railway Historical Society

VICTORIAN DIVISION

(Incorporated in Victoria)

ANNUAL REPORT AND FINANCIAL STATEMENT

1989-90

Supplement to Newsrail

OFFICE BEARERS 1989-90

Patron: John B King

Life Members: J C Brough, R S Bruce, C Craig, G A Dee, J Y Harvey, A C Hill, J D McLean
E Quinlan, J E Wilkie

COUNCIL

President:	P J Silva	Councillors:	P S Churchley
Immediate Past President:	G A Peterson		B J Eadie
Vice Presidents:	I V Jenkin		G W Gregson
	P T Jeeves		I C Lornie
Secretary:	K S Buckland +		I A MacCowan
Treasurer:	D J Goodwin		N A Pearson

ARHS Appointed Steamrail Victoria Ltd Directors

J Beggs + R Bramley + P S Churchley + A Stillman + W Stuchberry

\+ Part year only

PRESIDENTIAL ROLL

1945-49	J C M Rolland
1949-50	M H W Clark
1950-51	F F Smith
1951-52	J D McLean
1952-53	J L Buckland
1953-54	T W McCaw
1954-55	R B McMillan
1955-56	G Bakewell
1956-57	C D Gavan-Duffy
1957-58	R T Sloggett
1958-59	C L Craig
1959-60	M C G Schrader
1960-61	A C Hill
1961-62	M C G Schrader
1962-63	I S Sloggett
1963-64	C L Craig
1964-66	C Einsiedel
1966-68	E Quinlan
1968-70	D G Potts
1970-72	J C Brough
1972-78	W C Rapley
1978-81	E W Pretty
1981-82	E J Hogan
1982-83	E W Pretty
1983-85	E J Hogan
1985-89	G A Peterson
1989-	P J Silva

ANNUAL REPORT 1989-90

PRESIDENT'S REPORT

The past year has been a successful but challenging year for the Society. It has also been a sad year. On 5th June, 1989 the well known and respected rail enthusiast, John Buckland passed away. Later that year on 11th November, Stephen McLean was killed in an accident. John and Stephen, both well known for their writing, are missed by all. Only days after the close of the Society's financial year, on 6th May, 1990 the accident occurred in NSW between an inter-city train and that hauled by 3801. It was a tragedy that touched all rail enthusiasts.

For the Society itself, the year has been marked by change. Most significant for members was possibly the decision to combine the Membership Fee and Newsrail Subscription. Apart from adopting a practice fairly common amongst clubs and societies, Council saw this change as necessary to bring our monthly mailings into line with Registered Publications postage conditions. While it was not well received by a number of members, the great majority would be disadvantaged if we were to lose the significantly discounted postage rates.

When you read the financial section of this report, you will see two things. Firstly that the accounts are presented in a different and more detailed way and, secondly, that is has been a successful year. As members may consider it to be too successful, it is pertinent to offer an explanation. In past years, the Society operated on a marginal level. The cost per member of providing newsletters, the rooms at Windsor, insurances, Entertainment meetings, and other services, all of which can be termed basic member services, was far exceeding the annual membership fee. Therefore, it was necessary it achieve a good surplus from Sales and Tours simply to ensure that the Society did not operate at a loss for the year. While this might be acceptable in the short term, it meant that the Society was not building up the money required for special projects such as publishing new books.

At the close of the 1988-89 year, the Council recognised that a significant increase in Membership Fee was necessary to turn the trend around. At the time most members would not have realised this as it was coincident with combining the magazine and membership fees. A much better financial result has been achieved for the basic member services and we are now in a far better position to finance major projects when they arise. Although we did not have one this year, it should not be long before we do with the progress being made by the Publications Committee on some major books. While on the subject of Society finances, it is worth pointing out that it has been, and still is, a long standing policy that all surpluses from the Museum are retained for the development of the Museum itself.

Being a volunteer body, this Society is entirely dependant on the unselfish efforts of members and I thank all those who have played their part, no matter how small, in making things happen during the year. I extend thanks to the Council for their support during my first year as President and in particular Geoff Peterson for his support in the role of Immediate Past President. Finally, special thanks go to Keith Buckland for stepping into the position of Secretary after it had been vacant for so long. Although he found it to be a job to which he was not suited, he made a major contribution to the operation of the Society. With the position vacant again, hopefully it will not take as long to fill this time.

PUBLICATIONS

The Publications Committee of the Society has continued to be active throughout the year. Although it has not been possible to produce a major publication this year, the Committee has succeeded in producing a number of small publications in both short and longer print runs. The scope of the Committee has also been extended to take in Society productions generally and their promotion in a wider market. This has met with success both in increased sales and in the improved promotion and presentation of some of the Society's products. We thank member Steve Malpass whose professional skills have greatly contributed to the success of these activities.

Early in the year the first volume of the Weston Langford Station Diagram books was

released and by the end of the year the second volume had also been issued. Work is about to commence on the production of a third volume. These books were produced in limited quantity to orders placed by members and we would urge those who missed out on the first two volumes to watch out for the next issue and order without delay. The Committee has also produced a second edition of the ARHS Colouring Book. The first edition having sold in excess of 3000 copies, the second edition is showing every sign of following in its footsteps and is proving to be popular with children at exhibitions. Member Ian Cutter has undertaken the production of a limited number of the early editions of the Society Bulletin and these have usually sold out as they have hit the sales table. Thankyou Ian for taking on this individual project.

The conclusion of the year has also seen the release of the first of a series of Walking Guides to Melbourne's closed railways. Initial indications are that this first edition on the Outer Circle Railway should sell well and we look forward to the production of additional guides. The Committee thanks Arthur Hill, Jim Harvey and Steve Malpass for their efforts in writing, producing and designing the booklet.

The Committee also is looking to the future and has a considerable number of other projects underway. Work is advanced on the preparation of new covers for the ARHS Video Tapes to improve their market impact. A series of Educational Kits have been written to accompany these tapes with the intention of breaking into the educational video field. Work is also well advanced on the preparation of a book about the visit of Flying Scotsman to Australia. The death of John L Buckland during the year has unfortunately delayed the completion of the major project, Victorian Engines. However, co-authors Norm Cave and David Beardsell are working to complete the text, which promises to become the definitive work on this subject.

The Committee has also been able to establish a sales relationship with a book wholesaler with has resulted in a considerable increase in Society turnover and a reduction in the quantities of stock held. We look forward to being able to further develop this aspect of our activities. Finally we thank the various members of the Committee who have contributed to the success of this year. All have played an important role and we look forward to their continued support during 1990-91.

SALES

The past twelve months has seen the Sales Department at it's quietest for some time as sales all round have been much lower than previous years - a sign of the economic times. Exhibitions have again been a constant revenue earner for the Society. We attended Waverley Model Railway Club's exhibitions at Box Hill over the Queen's Birthday weekend and at Glen Waverley in October and the annual AMRA exhibition in the Camberwell Civic Centre at the Labour Day weekend. All were well patronised but takings were down on the previous year.

During the year, we received from the printers the first of a series of books based on Weston Langford's drawings of station layouts. This book was printed according to the number of orders placed and proved quite popular. Needless to say, we are not carrying any stocks of this first edition - the Northern and Midland District. Later in the year, we advertised the second book, the North Eastern District in the same way, with a similar response. These books were delivered just as the financial year was ending and have since been forwarded to those who placed orders.

Until recently, the Society had only limited outlets for the Society's merchandise. Avenues of reaching the general public were greatly expanded during the year due to the tireless work of a member of our Publications Committee, Jim Harvey, who established contacts with a distribution firm. This has seen our books widely distributed to newsagents and book shops with good sales resulting. The "out of print" sign has now gone up for *Six and a Half Inches from Destiny* by Keith Turton and *A Changing Decade* by John Dare. Stocks of *Steam's Last Decade* are very low and will undoubtedly become exhausted in the coming year. With the placing of books with the distribution house and no new books being added to the Sales Department storeroom shelves, there has been a considerable reduction of stock on hand at the end of the financial period. Thanks to Jim for the time and effort spent in those negotiations.

Thanks are extended to those who have helped on the sales counter at the monthly meetings and at the exhibitions we attended and also to those who have given their time and vehicles in helping with the setting up and dismantling of the exhibitions.

TOURS

The Tours Committee's main objective is to operate tours to destinations of interest. Very often these are places not normally accessible by regular rail services. Over the past year we have enjoyed excellent patronage on the majority of tours operated as we have tried to keep fares as low as possible. The following tours operated during the financial year.

MELBOURNE ELECTRIC TRAM TOUR - Sunday, 25th June 1989

In fine and sunny conditions 36 passengers travelled to East Burwood, Camberwell, Northcote, West Preston and Bundoora. Tramcars utilised were W 380 and W2 646 which are listed on the MTA Historic Tram Register. A total distance of 95 km was travelled throughout the day. On time running together with some spirited performances were noted from both cars. Overall a most enjoyable day, aided by the volunteer tram crews, to which our appreciation is extended.

ALBURY - Sunday, 30th July 1989 'The Flying Scotsman'

Due to the popularity of the Flying Scotsman, we organised a repeat tour to Albury (NSW) to give this magnificent machine a chance to stretch its legs. Defective signals at West Footscray caused long delays and at one stage we were over 100 minutes late. Spirited running allowed us to be home only about 1 hour late. This tour is notable because the loco ran the whole tour on only one bunker of coal, a distance of 634 km, being a record in this state.

MOULAMEIN & DENILIQUIN (NSW) Friday night and Saturday, 6th & 7th October 1989

Our biggest tour for the year saw J515 depart Melbourne on Friday evening at the head of the overnight train to the southern Riverina. Early Saturday morning at Echuca, Y133 replaced the J class for the run to Moulamein and return while J515 operated several local shuttle trips to Rochester later during the morning. Meanwhile in Melbourne another group were heading off to join in for the afternoon run to Deniliquin. At around 9.00 am at Seymour, those on the day tour boarded the Heritage Set which was hauled by B65 to Echuca via Toolamba.

Just on noon saw our Society organise three 'on time' arrivals in Echuca (Y133 ex Moulamein, J515 ex Rochester and B65 ex Seymour). The day and weekend trains combined and J515 took charge for the run to Deniliquin becoming the first steam loco to cross the new bridge over the Murray River. J515 performed splendidly for the tour and is a credit to those at Seymour Loco Steam Preservation Group who restored it. At Seymour B65 became the motive power to Melbourne and it performed magnificently and a slightly late arrival was mainly caused by having to follow a 'spark' from Broadmeadows. The Tour was very much enjoyed by over 500 people who travelled.

WAHGUNYAH, 31st March, 1990 'The Last Stringybark Express'

With the unfortunate demise of small branchlines throughout the state, we took the opportunity to run to Wahgunyah while it was still possible. It was planned to use J515 however the Manager of Infrastructure Maintenance, ruled three days prior to the tour we would have to use a T or Y class diesel because of 'poor track condition'. Even at that stage the J was virtually doomed because of the dry countryside. Hence Y133 in blue and gold livery hauled the Mixed consisting of 4 wheel trucks and four passenger cars ex Seymour. The sight and sounds of the train on the branch with the 4 wheel wagons running over the short length rail reminded people of the railways serving the country in the *good old days*. The tour was fully booked and many of those late with their bookings couldn't obtain seats.

It was disappointing we had to drop out of the Stony Point Centenary in December due to lack of bookings. We had planned to celebrate the Warrnambool Rail Centenary in February, however following a letter from Steamrail we deferred our tour as a matter of good courtesy to assist them as they launched their turntable. Also we planned a railmotor tour in February 1990 which unfortunately had to be deferred until May 1990 because of operating limitations east of Leongatha during the summer months.

We thank all passengers who have supported us during the year. A special thanks goes to those people and organisations who have assisted us on the day of tours. Once again we look forward to the coming year. We can always do with additional help and talent, especially on the larger tours. Assistance is always required to run the tours or with the pre-tour work like designing the brochure, preparing line-side notes or arranging catering.

RAILWAY MUSEUM

Once again we have to report that despite continued efforts to have the Museum covered at either its existing location or in the East Block of the Newport Railway Workshops, we have not been successful. Also, despite discussions, an affiliation with the Museum of Victoria or even becoming a separate group like the successful Port Dock Station Railway Museum at Port Adelaide, have likewise not progressed very far. Unlike other groups we are preserving not a restricted area of railways, but a very wide range of all facets of Victoria and its Railways for posterity. If this Society had not acted 30 years ago, much would have been lost as we have the only remaining examples of many railway items. Our local member, Mrs Joan Kirner, is sympathetic to our cause, and we hope that some assistance will be forthcoming in the not too distant future.

Thanks to the efforts of the small but dedicated workforce, locomotives E236, Y108, D^3 635, N432, X36 and D^4 268 were painted and many other restoration and maintenance tasks carried out. Locomotive D^4 268 was reclad before painting. Additional track is being laid with the assistance of members of 707 Operations and Colin Rees of CRP Transport. One track will be connected to the Railways' access track and this will enable various other items to be placed in the Museum. These include E1102, L1150, W253, F216 and possibly a Harris Motor Coach.

We are indeed fortunate that we have such an excellent understanding and co-operation with the Seymour Loco Steam Preservation Group. They have restored to running Y133, DERM 58RM and shortly T320 will be operating after having a large amount of panel work replaced. It has reached the stage where repainting will commence. Without the help of the SLSPG these jointly allocated locomotives as well as a number of similarly jointly allocated carriages would most likely be wrecks through theft and vandalism. As it is they are now operating exhibits for the people of Victoria through the expertise of the Seymour Group.

A highlight of the year was the presentation of an Illuminated Address to Museum Patron and former Chairman of Commissioners of the Victorian Railways, Mr George Brown. The ARHS Railway Museum, Seymour Loco Steam Preservation Group and 707 Operations combined in the project in appreciation of Mr Brown's contribution to railway restoration movements. On the same day a Plaque was unveiled on N432 by Mrs J. Kirner, Mr J. Hearsch and Mr R. Arklay, to record the 100 years of the Newport Railway Workshops. Locomotive N432 was the last steam engine to be built there.

The Museum appreciates the donations that members make with their renewals, these enable us to proceed with the trackwork, but we would also like to have more physical assistance at the Museum, particularly with our Special Efforts.

ENTERTAINMENTS AND SLIDE COMPETITION

Throughout the past year the Committee has endeavoured to provide a varied, interesting and informative program for members at the regular monthly Entertainments Meetings. Attendance at these meetings has been in the order of 100-150 members each month. The Entertainment Items were as follows:

May 1989	Windsor Station
June	Film night
July	Personal experiences - Gerald Dee and Norm de Pomeroy
August	Newport workshops - Dennis Smith
September	Slides of the 1960's - Weston Langford
October	Stan Flattely Memorial Film and Video Competition
November	Centrol - Glen Le Rossignol
December	Annual film night
January 1990	The Western Line - Ian Jenkin
February	VFT Update - John Nicholson
March	Film night
April	Comeng and the LRV - Geoff Daniels

All meetings except one were held at the AMP Society theatrette. We extend our thanks to Mr Joe Glasson of the AMP Society who has always been very co-operative in providing the facilities of the theatrette to us and in assisting in various ways on numerous occasions. Joe's reliability and willingness to help has been of immense help to the committee. The exception was the June meeting which was held in the State Bank theatrette. This change was brought about due to a confusion over bookings, and we extend the thanks of the Committee to the

State Bank who made their facilities available, and to member George Gregson who organised the changed venue at very short notice.

We thank the Society Archivist, Ray Bruce, for his regular presentation of Archives slides at most meetings. Thanks is also given to Roger Seccombe and Jerry Smidt of the Film Group who have provided the very entertaining film nights during the year which are always well attended. Few in the audience would be aware of the work and personal effort put in by these members to ensure that a varied and different program is provided on each occasion. Finally we thank Beryl and Ian Lornie and Betty and Jim Beggs, who as the Social Committee have regularly provided ght refreshments for members during the terval at our meetings.

It is the aim of the Committee to try to plan the entertainments program for the whole of the forthcoming year and this is usually done in the September - November period of the preceding year. We would welcome suggestions from members for possible speakers or other entertainments items along with suggestions for ways in which we could improve the Entertainments Meetings generally.

The Society 35mm slide competition was once again conducted successfully this year. Unfortunately, as in past years, the numbers of entries in some months has been very low and has tended to decline in the later months of the year. The Committee would again welcome suggestions from members of possible competition topics and of means of attracting additional entrants each month. The annual aggregate points competition was won in 1989 by Frank Londey with a score of 31 points. Michael Schrader achieved second place with 27 points and Stuart Turnbull ained third place with 19 points. rank Londey was also successful in winning he inaugural C.D. Gavan-Duffy Winner of Winners competition. This competition has been renamed to honour the memory of C.D. Gavan-Duffy, an early member of the Victorian Division and a noted rail historian. We extend the congratulations of the Committee to all prize winners and especially to Frank Londey whom we believe is the first to succeed in winning the double prize in the one year. A great achievement.

FILM GROUP

The past year must go down as the 'year of the film screening' (if only because other activities have been somewhat curtailed!) With film production halted by the lack of available archival film material, with the Film Competition making a disappointing showing in 1989 and sales of stock footage almost at a standstill (due to the collapse of the Australian film industry), what more is left than film screenings?

With only three public screenings at Entertainments Meetings, the Windsor Private Collection screenings are proving invaluable to allow programming a worthwhile range of films. As we pointed out last year, the precarious state of distribution on 16 mm is continuing with the collapse of the major commercial distributor (now thankfully rescued for the present). A distinguished line-up of rail features passed across the screen especially at Windsor: The Lady Vanishes, The First Great Train Robbery, Oh! Mr Porter, The Human Beast, Marx Brothers Go West, The Great K & A Train Robbery, Fortune Lane and The Hurricane Express, plus a vast range of short films in support. We do urge members who haven't patronised the Windsor Station Theatrette to give it a go this year!

As mentioned, the Stan Flattely Competition was a disappointment with a small enough showing in the film section but even fewer in what should be a growing area: entries on video. Not that there wasn't quality on the screen: for the first time in the history of the Competition the best entry in the Archive section was also the top film in the whole competition: a marvellous feast of archival delights, Graham Thomas' The Last of VR Steam. The Film Group Award for technical or creative excellence went to Graham Smythe's The Diamond Valley Railway, while best entry on videotape was Colorado Rails by James Burston. A special plea, and a planned promotional effort, will hopefully restore support for this important rail film and video competition.

For the second year running film production has been absent from the Film Group's activities. With the high costs and manpower needs required to make the bicentenary film: Ninety Percent Men, during 1987 and 1988 in particular, a decision was made to suspend production activities until video sales had been consolidated. However, the Group believes the

time is now due for a reappraisal of the need for production. The rail scene is rapidly changing and history is being made (often not in a positive sense) almost daily. Little or no film exists of the modern Australian rail scene even for archival purposes. To take one example, little or no footage has been shot of the V/Line current (and vanishing) diesel fleet or current freight or passenger services (some may say 'what there are of these'!) Lines are closed unrecorded. Film production calls out for a re-examination.

Little progress has been possible in the Film Archives. There is precious little suitable archival rail film or videotape around at present at a price. The donations of films from members has added valuable footage, and a film was donated to the Archives by Railways of Australia. Rail films are vanishing from commercial libraries but tragically problems with rights or the high cost of copying or purchase seems to write off the possibility of a solution to this increasing problem. With the unprecedented crash of the Australian film industry it was probably to be expected that interest from producers in purchasing rights to use stock footage or archival material should evaporate. As a source of useful revenue for the Society this avenue looks like being pretty quiet for quite some time to come!

Work has proceeded on revamping screening facilities at the Windsor Theatrette for the Private Collection series to make viewing conditions more attractive, while it's hoped to shortly commence a stocktake and improved cataloguing of the Film Archives with the acquisition of new storage facilities. The Group would like to thank Council and all who have supported Film Group activities during the past year.

ARCHIVES

The purpose of Archives is to make available the information contained therein for research and encourage its dissemination to all members of the ARHS and interested people. For this reason it has been pleasing to note the number of newcomers on Tuesday nights. A number of visitors come with the definite purpose of researching the Society's files and hopefully this will result in articles and other publications in the not too far distant future.

Attendances on Tuesday nights average 9 - 10 per night with more interest being shown in the historical material available. Some of the steam locomotive restoration groups have made use of the cans of locomotive drawings in the Society's possession for their restoration work.

The material stored in the room on platform level on the up platform is being examined and sorted, this work will take a long time to complete but a start has been made and is continuing. Queries by correspondence continue at a high level and wherever possible the requested information is forwarded to the people concerned. The Society's ticket collection is continuing to grow. Work on ticket sorting and filing is continuing and the two members concerned are doing an important job in making the collection one of high standard. The Society has approximately 4000 colour and black & white 35 mm slides. On each Tuesday night a selection of slides is shown between 9.30 and 10 pm for those who wish to see them. This is proving very popular and will be continued.

NEWSRAIL

The year's twelve issues of *Newsrail* provide an interesting snapshot of the railway in Victoria. Apart from the ever present news, there is a diverse range of articles covering subjects such as organised tours, the personal travels of members, special operations such as Easter, and the future of the Upfield line and the railways in general. Thanks are extended to all those who have contributed during the year and especially to those who provided the various articles. We look forward to your continued support and hope that more members will take the opportunity to contribute. During the year, we welcomed Bryce Leydon to the team as Pictorial Assistant to help Frank Cross with that aspect of production.

The Committee is looking at ways to improve *Newsrail* and give it more impact in the market place. In particular, serious consideration is being given to changing its size to A4, the size *Bulletin* is now. If you have any thoughts on what would make *Newsrail* a better magazine, we would welcome your suggestions. Help us make *Newsrail* what you would like it to be.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION LTD
DIRECTORS REPORT

Your directors submit herewith the Financial Statements of the company for the year ended 30th April, 1990 and in accordance with Section 270 of the Companies (Victoria) Code as follows:

DIRECTORS

Directors in office as at date of this report are:

P J Silva	I V Jenkin	P T Jeeves	G A Peterson	K S Buckland
D J Goodwin	N A Pearson	G W Gregson	P S Churchley	I A MacCowan

PRINCIPAL ACTIVITIES

The principal continuing activities of the company have been to promote an interest in railways for the benefit of its members, and there were no significant changes to these activities during the year.

RESULTS

The net profit of the company for the year under review was $39,843 (1989 $12,354).

CAPITAL

The company is a company limited by guarantee and does not have a share capital.

SIGNIFICANT CHANGES

There are no significant changes in the state of affairs of the company during the financial year.
The company does not intend to extend its operations outside its current activities during the next financial year.

DIVIDENDS

The Articles of Association specifically prohibit the payment of any dividends

OPERATIONS

The company's operations cannot be split into separate divisions.

MATTERS SUBSEQUENT TO THE END OF THE FINANCIAL YEAR

Matters or circumstances have not arisen since the end of the financial year that have significantly affected or may significantly affect

(i) the operations of the company
(ii) the results of these operations, or
(iii) the state of affairs of the company in subsequent years.

LIKELY DEVELOPMENTS

There are no matters envisaged which will significantly affect the operations of the company, or the expected results of those operations in the foreseeable future.

INFORMATION ON DIRECTORS

The directors' qualifications, experience and special responsibilities are set out below.

Name	Qualifications	Experience	Special Responsibilities
P J Silva	Engineer	7 years	Presidential
I V Jenkin	Secondary Teacher	10 years	Publications
P T Jeeves	Accountant	9 years	Tours
K S Buckland	Training Officer	1 year	Secretarial
D J Goodwin	Bank Officer	3 years	Financial
G A Peterson	Sales Manager	12 years	Newsrail
N A Pearson	Clerk	11 years	Museum
G W Gregson	Bank Officer	4 years	Sales
P S Churchley	Manager	3 years	Film/Library
I A MacCowan	Transport Officer	2 years	Archives

DIRECTORS BENEFITS

No director has an interest in any contract made, or proposed contract to be made with the company.
Since the end of the previous financial year no director has received or has become entitled to receive a benefit by reason of a contract made by the company, or related corporation, with the Director, or with a firm of which is a member, or with a Company, in which he has a financial interest.
This report is made by authority of a resolution of the directors and signed on behalf of the Board:

P J Silva Director — D J Goodwin Director
Dated at Melbourne this 7th November, 1990

AUDITORS REPORT TO MEMBERS OF AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION LTD

We have audited the attached accounts in accordance with Australian Auditing Standards.

It should be noted that we have had to rely on the company's written receipts as evidence that all donations and other receipts, which cannot be reasonably verified, have been fully accounted for.

Subject to the foregoing, in our opinion:

(a) the accounts are properly drawn up in accordance with the provisions of the Companies (Victoria) Code and so as to give a true and fair view of -
   (i) The state of affairs of the company as at 30th April 1990 and of the profit of the company for the year ended on that date and
   (ii) The other matters required by Section 269 of that Code to be dealt with in the accounts.
   and are in accordance with Australian Accounting Standards and applicable Approved Accounting Standards

(b) The accounting records and other records, and the registers required by that Code to be kept by the company have been properly kept in accordance with the provisions of that Code.

C W STIRLING & CO
Chartered Accountants

J A Phillips
Partner
Dated at Melbourne this 8th November, 1990

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION LTD STATEMENT BY DIRECTORS

1. In the opinion of the directors -
   (a) The accompanying Profit and Loss Account is drawn up so as to give a true and fair view of the results of the business of the company for the year ended 30th April, 1990
   (b) The accompanying Balance Sheet is drawn up so as to give a true and fair view of the state of affairs of the Company as at that date.
   (c) At the date of this statement, there are reasonable grounds to believe that the company will be able to pay its debts as and when they fall due.
2. The accompanying Accounts have been prepared in accordance with Australian Accounting Standards, and applicable approved accounting standards.

This statement is made in accordance with a resolution of the Board of Directors and is signed for and behalf of the directors by -

P J Silva Director — D J Goodwin Director
Dated at Melbourne this 7th November, 1990

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION LTD
INCOME AND EXPENDITURE STATEMENT
FOR THE YEAR ENDED 30TH APRIL, 1990

	1990 $	1989 $
INCOME		
Membership Subscriptions	63,133	15,929
Enrolments Fees	247	315
Interest Received	12,739	3,205
Advertising	2,663	-
Newsrail	44,545	3,184
Bulletin	7,209	1,945
General	52,225	(11,414)
Other	13,425	10,420
Sales	-	57,532
	196,186	81,116
EXPENDITURE		
Direct Cost of Newsrail	36,532	-
Other Direct Costs	81,950	-
Cost of Sales	11,270	38,790
Accounting Fees	3,932	3,625
Annual Report	877	1,243
Audit Fees	2,100	2,050
Bank Charges	1,104	1,885
Bulletin	4,483	-
Depreciation	1,314	964
Distribution	-	6,451
General Expenses	1,904	1,516
Insurance	7,821	4,541
Library Expenses	1,006	-
Mailout	7,481	-
Meeting Expenses	3,322	-
Membership Expenses	1,312	1,392
Power & Gas	474	423
Repairs & Maintenance	4,167	1,901
Stationary	8,282	10,179
Telephone	887	933
	180,218	75,893
General Surplus	15,968	5,223
Add:		
Surplus from "Museum"	16,913	2,187
Surplus from "Tours"	6,962	4,944
NET OPERATING SURPLUS	$39,843	$12,354

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION LTD
BALANCE SHEET
FOR THE YEAR ENDED 30TH APRIL, 1990

	NOTE	1990 $	1989 $
CURRENT ASSETS			
Cash		5,870	8,249
Receivables	4	9,869	7,575
Investments	5	111,000	64,934
Inventories		67,696	77,708
TOTAL CURRENT ASSETS		194,435	158,466
NON-CURRENT ASSETS			
Property, Plant and Equipment	6	119,878	119,806
TOTAL NON-CURRENT ASSETS		119,878	119,806
TOTAL ASSETS		314,313	278,272
CURRENT LIABILITIES			
Creditors and Borrowings	7	6,275	10,077
TOTAL LIABILITIES		6,275	10,077
NET ASSETS		$308,038	$268,195
ACCUMULATED FUNDS & RESERVES			
Retained Earnings		127,646	104,716
Reserves	8(a)	180,392	163,479
TOTAL ACCUMULATED FUNDS		$308,038	$268,195

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION LTD
PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 30TH APRIL, 1990

	NOTE	1990 $	1989 $
Operating Revenue	3	$196,186	$81,116
Operating Profit	2	39,843	12,354
Retained Earnings at the beginning of the financial year		104,716	94,549
Total Available for appropriation		144,559	106,903
Less Transferred to Reserves	8(b)	16,913	2,187
Retained Earnings at the end of the financial year		$127,646	$104,716

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION LTD
NOTES TO AND FORMING PART OF THE ACCOUNTS FOR THE YEAR ENDED 30TH APRIL, 1990

1. STATEMENT OF ACCOUNTING POLICIES

The accounts have been prepared in accordance with applicable approved accounting standards and with the disclosure requirements of Schedule 7 of the Companies (Victoria) Code. The accounts have been prepared on the basis of historical costs and do not take into account changing money values or, except where stated, current valuations of non-current assets. The accounting policies have been consistently applied, unless otherwise stated.

The following is a summary of the significant accounting policies adopted by the Company in the preparation of the accounts.

(a) Taxation
Income tax has not been provided in the accounts as the company is an exempt organisation in accordance with Section 23 of the Income Tax Assessment Act.

(b) Depreciation
Depreciation is calculated so as to write off the net cost of each depreciable non-current asset over its expected useful life.

(c) Inventories
All inventories are valued on the lower of cost and net realizable value.

	1990 $	1989 $
2. OPERATING PROFIT		
Operating profit has been determined after:		
(i) Crediting as revenue:		
Interest received from other persons	12,739	3,205
(ii) Charging as expenses:		
Depreciation	1,314	964
Auditors Remuneration	2,100	2,050
3. OPERATING REVENUE		
Sales Revenue	-	-
Other Revenue:		
- Subscriptions	63,133	15,929
- Interest	12,739	3,205
- Newsrail	44,545	3,184
- Other	75,769	58,798
	$196,186	$81,116
4. CURRENT ASSETS - RECEIVABLES		
Debtors	6,657	4,615
Less Provision for doubtful debts	1,371	1,371
	5,286	3,244
Prepayments	4,583	4,331
	$9,869	$7,575
5. CURRENT ASSETS - INVESTMENTS		
Term Deposits	$111,000	$64,934

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION LTD
NOTES TO AND FORMING PART OF THE ACCOUNTS FOR THE YEAR ENDED 30TH APRIL, 1990

		1990 $	1989 $
6.	NON-CURRENT ASSETS - PROPERTY, PLANT & EQUIPMENT		
	Plant and Equipment (at Cost)	132,620	127,981
	Plant and Equipment (at Directors Valuation 17/6/77)	1,495	1,495
	Plant and Equipment (at Directors Valuation 18/12/78)	18,450	18,450
		152,565	147,926
	Less Accumulated Depreciation	32,687	28,120
		$119,878	$119,806
7.	CURRENT LIABILITIES - CREDITORS & BORROWINGS		
	Bank Overdraft	2,656	-
	Sundry Creditors	3,619	10,077
		$6,275	$10,077
8.	RESERVES		
	(a) Composition:		
	Steam Preservation Fund	7,825	7,825
	Museum Building Fund	6,131	6,131
	Museum Preservation Fund	166,436	149,523
		$180,392	$163,479
	(b) Movement:		
	Museum Preservation Fund		
	Balance 1st May	149,523	147,336
	Transfer from Retained Earnings	16,913	2,187
		$166,436	$149,523

9. SHARE CAPITAL

The Australian Railway Historical Society - Victorian Division Ltd is a company limited by guarantee, thus it does not have any share capital.

10.	AUDITORS REMUNERATION		
	Amounts received or due and receivable by the auditors for:		
	(i) Audit of the accounts	2,100	2,050
	(ii) Other services	-	-
		$2,100	$2,050

11. REMUNERATION OF DIRECTORS

No director receives any remuneration from the company. All services are provided on a voluntary basis.

12. FINANCIAL REPORTING BY SEGMENTS

The company operates predominantly in the area of railway preservation throughout Victoria.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY - VICTORIAN DIVISION LTD
STATEMENT OF SOURCES & APPLICATION OF FUNDS
FOR THE YEAR ENDED 30TH APRIL, 1990

SOURCES OF FUNDS		
FUNDS FROM OPERATIONS (NOTE 1)		
Gross Inflow of funds	196,186	
Less Gross Outflow of funds	151,776	
		44,410
REDUCTION IN ASSETS		
Cash	2,379	
Inventory	10,012	
		12,391
INCREASE IN LIABILITIES		
Bank Overdraft		2,656
		$59,457
APPLICATION OF FUNDS		
INCREASE IN ASSETS		
Debtors	2,042	
Prepayments	252	
Term Deposits	46,066	
Plant and Equipment Purchased	4,639	
		52,999
REDUCTION IN LIABILITIES		
Sundry Creditors		6,458
		$59,457

NOTE 1: FUNDS FROM OPERATIONS

Reconciliation of operating result with funds from operations is as follows:

Operating result	39,843
Add non-fund item:	
Depreciation	4,567
	$44,410

COUNCIL SUB-COMMITTEES 1989-90

* Council Liaison Officer + Part year only

Museum
Chairman: N Pearson *
Works Supervisor: I Bird
Committee: W Matthews, E Pretty, D Palmer, T Precious, M Clevett, T Clark, J Green, B Lapthorne

Newsrail
Chairman: P Silva * +, G Peterson* +
Production/Pictorial: F Cross
News: P Clymo
Articles: H van den Berghe
Advertising: P Silva
Assistants: J Dare, S Brown, B Leydon

Publications
Chairman: I Jenkin *
Committee: G Gregson, J Harvey, I Cutter, J Fogarty, J Dare, F Londey, S Malpass, D Potts

Library
Chairman: P Churchley *
Librarian: D Palmer
Assistants: T Churchley, R Bramley

Archives
Convener/Secretary: R Bruce
Committee: G Brown, A Gunzburg, P Dunn, B Herbert, G Watts, A Stillman, I MacCowan*

Sound Recording
G Peterson *, B Leydon

Entertainment
Chairman: I Jenkin *
Committee: A Stillman, I Lornie, G Gregson, V Findlay, R Bramley, P Churchley

Film Group
Chairman: P Churchley *
Officer-in-Charge: R Seccombe
Members: D Kidd, J Smidt, R MacLennan

Tours
Chairman: B Eadie *
Committee: J Beggs, B Payne, F Londey, S Moore, R Tralaggan, J Mason

Sales
Manager: G Gregson *
Assistants: F Knuckey, J Beggs, B Lornie, I Lornie, L Duggan, G Carmichael, M Holzapfel

Social Committee
Mesdames B Beggs, B Lornie, M Broecks
Messrs J Beggs, I Lornie *

Secretariat
Newsletter Editor: P Silva
Printing: G Carmichael, R Bramley
Mailout Co-ordinator: I Jenkin
Membership Officer: Mrs J Jeeves
Exhibitions Officer: R Bramley

Rented Premises
Curator: I Lornie *